HISTORY OF JUNO BEACH:
LINKS TO THE PAST

DANIEL KRIBBS CORBETT

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by

Daniel Kribbs Corbett

A Thesis Submitted to the Faculty of
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This thesis was prepared under the direction of the candidate's thesis adviser, Dr. Donald Walter Curl, Department of History. It was submitted to the faculty of The Schmidt College of Arts and Humanities and was accepted in partial fulfillment of the requirements for the degree of Master of Arts.

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Bessie Wilson DuBois noted in her preface to A History Of Juno Beach & Juno, Florida that "In the many years we have lived near Jupiter Inlet, we have seen Old Juno grow into the new, very beautiful seaside community of Juno Beach." Her booklet published in 1978 on the 25th anniversary of the incorporation of the town of Juno Beach provides excellent insight into the early settlement of the area of Juno, Florida and of the inception of the community of Juno Beach, Florida. Additional insight comes from the efforts of Dr. Donald W. Curl who edited the 698 typed manuscript pages of the Pierce Family Diaries: Charles W. Pierce, Pioneer Life in Southeast Florida and wrote Palm Beach County, An Illustrated History. Dr. Curl, professor of History at Florida Atlantic University, and Mrs. DuBois, long time resident of Jupiter, Florida, both provide required background for the local historian or interested reader. Dr. Curl was historical mentor to the author. His advice and counsel were of critical importance. Another important source has been compiled by Dorothy Borden Gooding in Tucked Between The Pages of Time, a History of Lake Park and Environs, a local history with important information.

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ABSTRACT

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Juno Beach is a small municipality located in Palm Beach County on the southeast coast of Florida. Although it was incorporated in 1953, the Town is part of the sweep of history of Florida before European contact and thereafter. Its location and population growth are representative of significant changes in Florida. These links to the past are set forth in a narrative that utilizes people and events connected with Juno Beach to point out the relation of broader events to the history of a small Florida community as sand hills developed along the seashore. Nineteenth century efforts to control nature led to twentieth century efforts to save it.

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Chapter 1
INTRODUCTION

Juno Beach was incorporated in 1953. The Town is located on the eastern coast of a barrier island lying along the Atlantic coastal ridge and dune. The barrier island was created by the cutting of the Intracoastal Waterway from Jupiter Inlet at the mouth of the Loxahatchee River estuary on the north to the Lake Worth or Palm Beach Inlet on the south by way of old Lake Worth Creek. Development of the Intracoastal Waterway in the era of American pioneers provided the final western water barrier surrounding the land mass upon which the town of Juno Beach became located. The introduction surveys the area around Juno Beach and relates historical events from time before European contact until the pioneer era in the late nineteenth century(see Maps pp13-14).

Early town stationery noted that the latitude of the municipality is 26 degrees 55 minutes north; longitude, 80 degrees 4 minutes west. Charts show the latitude to be several minutes south. Average temperature was stated as 75 degrees Fahrenheit. The stationery also indicated the sun shines 265 days per year. Other sources indicate Juno Beach to be subtropical in an area of 2400-3000 annual hours of sunshine.[1] Elevations range from sea level to approximately

40 feet along the ridge.[2] Charts show the Town lies at the latitude at which both the Gulf Stream and 200 fathom line begin to bend northeast away from the peninsula of Florida. [3] The Continental shelf continues in a northerly direction while the shoreline bends abruptly to the west. The warm water of the Gulf Stream that hugged the coast to the south, a mile or so offshore, becomes more distant.

Temperatures are colder during winter as one moves north from Juno Beach. This latitude marks the approximate boundary of the subtropics. Here many plant species of tropical origin reach their northern extent.[4] Natural history reveals the limits of certain ecological systems unique to Juno Beach. The interaction of the natural forces affecting this shore created the ecosystems. The Town lies just north of the eastern headland of Florida.

Geology recognizes the historical bedrock of the Pleistocene formation that underlies the Atlantic coastal ridge.[5] During the ice age of the Pleistocene period about one millon years ago, glacial movements created great fluctuation in sea level. The rise and fall of the oceans across the peninsula of Florida greatly influenced its geology and topography. Ocean currents eroded much sand from central Florida. This sand mixed with shellfish in deposits extending from southern Palm Beach County north to St. Augustine. This deposit of sand and shell material underlies Juno Beach and

about one-third of eastern Palm Beach County.[6] It is called the Anastasia Formation.

The local geology has been described as follows by Donald W. Lovejoy:

> The name Anastasia Formation is used for the coquina rock found along the east coast of Florida in a narrow belt from Anastasia Island on the north (the type locality) to Boca Raton on the south, a distance of more than two hundred and fifty miles (Vernon and Puri, 1964). South of Boca Raton the coquina grades into the Miami Limestone, which is believed to be 130,000 years old (Halley and Evans, 1983). The Anastasia Formation is the youngest marine Pleistocene deposit found in the coastal portions of Palm Beach and Martin Counties. Parker, et al., (1955) state that its thickness may exceed 30 meters (100 feet) in some places. It is overlain by unconsolidated quartz, sand, mud or peat of Holocene age. Two facies are recognized in the Anastasia Formation in Palm Beach and Martin Counties: a coquina facies and a shellrock facies. The coquina facies is confined to the topographic high of the Atlantic Coastal Ridge and the shellrock facies is found farther west. [7]

This places the local geology of Juno Beach in a context of the State of Florida in a formation between St. Augustine and Boca Raton. Locally, outcrops extend as ledges and low knobs from Celestial Way to Lost Tree Village. The rock is typical coquina with shell hash layers and a few isolated large shells present. The outcrops are intensively burrowed.[8] Sand dunes rose west of the formation that was named by E. H. Sellards after outcrops on Anastasia Island near St. Augustine, Florida. It was an ancient linkage.

Archaeology reveals that South Florida has been populated by humans since *circa* 10,000-8,000 B.C.[9] More specifically,

excavations near Jupiter Inlet and Palm Beach reveal human activity around 500 B.C.[10] This would be contemporaneous with Mediterranean peoples whose chief gods, Zeus and Hera, in Greece, became ancestors for their counterparts, Jupiter and Juno, in Rome.

Near the northern end of the Anastasia formation Juan Ponce de Leon first made European contact with the North American continent in 1513 and named the areas, "La Florida."[11] Ponce de Leon sailed south along the coast to a stream he called "La Cruz" that some writers speculate to have been Jupiter Inlet and farther south to Lake Worth Inlet.[12] Ponce de Leon also discovered the mighty Gulf Stream near shore.[13] It was an important discovery for the Spanish Crown and left historical remnants in the Florida shipwrecks of sunken galleons that sought its powerful current.

Pedro Menendez de Aviles, founder of St. Augustine, visited Jupiter Inlet in December and January of 1565-1566 while searching for his shipwrecked son.[14] Here he found a tribe of Jeaga Indians who called themselves Jobes living on a high shell mound near the inlet north of Juno Beach. The Jobe are also mentioned by the Bishop of Cuba in 1675 as among the heathen savage tribes of Florida.[15] No written record remains from Pre-Columbian residents such as the Jeaga or Jobe who trod the shore of Florida's eastern-most headland.[16] However, Ponce de Leon, Menendez, Jonathan Dickinson, and

William Bartram, among others, have left an early written record for Florida history.

The coastal dune on which early settlement occurred had acquired unusual elevation well before an unknown Spanish ship sank offshore in the late sixteenth or early seventeenth century.[17] This wreck is under salvage today but has not yet been identified. It is perhaps the first European historical linkage directly with the area of Juno Beach.

Jonathan Dickinson was an English Quaker who left home for North America in the seventeenth century.[18] On September 25, 1696, he and his family were cast ashore near Jupiter Inlet when their barkentine, *Reformation*, sank while they were enroute from Jamaica to Philadelphia.[19] His journal was subtitled the "Remarkable Deliverance of divers persons from the drowning waves of the sea, amongst which they suffered shipwreck. And also, from the more cruelly devouring jaws of the inhumane cannibals of Florida."[20] Dickinson's journal provides an early impression of the Jupiter Inlet area and its native inhabitants:

> About the eighth or ninth hour (after the shipwreck) came two Indian men (being naked except a small piece of plaited work of straws which just hid their private parts, and fastened behind with a horsetail in likeness made of a sort of silk-grass) from the southward, running fiercely and foaming at the mouth having no weapons except their knives: and forthwith not making any stop; violently seized the two first our men they met with who were carrying corn from the vessel to the top of the bank, where I stood to receive it and put it into a cask. They used no violence for the men resisted not, but taking them under

> the arm brought them towards me. Their countenance was very furious and bloody. They had their hair tied in a roll behind in which stuck two bones shaped one like a broad arrow, the other a spearhead. The rest of our men followed from the vessel, asking me what they should do whether they should get their guns to kill these two; but I persuaded them otherwise desiring them to be quiet, showing their inability to defend us from what would follow; but to put our trust in the Lord who was able to defend to the uttermost.[21]

The Jobe Indians were rather hostile to Dickinson and his group, treating them better when the natives thought they were Spanish rather than English.[22] Leaving a hostile reception, Dickinson and his group were forced to follow the Anastasia formation north from Jupiter Inlet to St. Augustine. Walking along the shore for some 230 miles, they arrived on November 15, 1696. It was a difficult ordeal. At St. Augustine, they found passage on to Philadelphia.

How to follow the Anastasia formation? Is it like the June Midge ??

wow!

Dickinson's journal gives us some evidence of the indigenous people in Florida after Europeans had been here for a century and a quarter. This evidence and Spanish historical sources show that Spanish colonial settlement did not result in significant population growth. In fact, the aboriginal native population decreased and was almost entirely eliminated by the mid-eighteenth century. The Spanish colonial premise succeeded against the French but not against British then American efforts to control the area.[23]

The name Jupiter Inlet has appeared on early Florida maps since 1770.[24] It was custom to name rivers for the nearest Indians so the river flowing into the inlet became the Jobes

River, pronounced "Hoe-Bay" by the Spanish. When the English arrived in 1763, Jobe seemed close to Jove and the English changed it to Jupiter which remained the name.[25]

Most transportation was seaborne rather than overland to the southeastern extremity of British North America in 1763. It remained so when Florida became U.S. territory in 1821 and after Congress created a territorial government for Florida on March 30, 1822 following the pattern of the Northwest Ordinance of 1787. The terrain of Florida meant difficult transportation on an overland basis during the Spanish and British colonial periods. It remained so after the peninsula of Florida became U.S. territory in 1821 and then a state in 1845. Homesteading began in South Florida in 1842 after congressional passage of The Armed Occupation Act.[26] The Seminole Wars (1817-1859) reduced final Indian opposition to American settlement but this was not until the nineteenth century.[27]

The Ives Map of 1856 provides an historical record of the early nineteenth century.[28] It was prepared under the orders of Jefferson Davis, West Point graduate, Mexican war veteran, U.S. Senator, and Secretary of War prior to becoming President of the Confederacy. Inland routes from Fort Jupiter to Fort Lauderdale are discussed based upon a journal kept by Lieutenant A.A. Humphries of the Topographical Engineers:

> Two inland water routes have been explored, between Forts Jupiter and Lauderdale; one, very near to the coast, and the other, some miles towards the interior.

Jupiter River = Loxahatchee River?

> These were traversed, during the month of December, 1841, by Capt. Wade, with a command of eighty men. Both of the routes leave Jupiter River by Lake Worth creek, the mouth of which is a mile and a half below the post. This stream, like most of the rivers in Florida, is exceedingly crooked, and, where it empties into Jupiter River, is one hundred yards wide, and several feet in depth. It runs almost due north, with a strong current. Pine barren lines either bank for five miles, when on the east side a growth of sawgrass commences, extending to the sea shore, which is about two miles distant. On the west the pine barren continues, but recedes a quarter of a mile back from the creek, which, at this place, is only forty feet wide.
>
> Two miles higher up, the two routes to Fort Lauderdale diverge. The stream being no longer navigable-except at very high water, when there is sometimes a practicable channel as far as Lake Worth--it is necessary, in following the coast route, to pull the boats three-quarters of a mile in a south-easterly direction, through a sawgrass pond, to a haulover, four hundred yards across, which leads to the head of the lake. Over this haulover, Capt. Wade's command, with seventeen canoes, was three hours in passing.[29]

Lt. Humphries's journal describes the natural barrier to the West of what would become Juno Beach. Today, Lake Worth Creek is part of the Intracoastal Waterway. The Army also surveyed the Jupiter Inlet. The survey described the fluctuation of natural forces at this unique confluence:

> Objections exist to it now as a military position, from the fact that the Inlet is closed, and the post rendered inaccessible, from the sea, to the smallest coasting vessels. The closing of the inlet causes the locality--at other times salubrious-to be an unhealthy one; the water on the inside of the bar then becoming fresh, and inducing a rapid growth of vegetable matter, which, decaying, taints the atmosphere and engenders disease. The alternate opening and closing of this

inlet is somewhat remarkable. Between the years 1840 and 1844, it was closed. At the latter period, Capt. Davis, the mail carrier from Fort Capron to Cape Florida, endeavored, with a party of four men, to excavate a channel. After digging for several hours, they succeeded by nightfall in starting outward a stream of water four inches in depth. Upon this they desisted from labor and went to their camp, which was some fifty feet from the ditch. The river inside was unusually high, from a freshet in the everglades, and a strong north wind was blowing. At night, the sleeping party was awakened by a flood of water, and had to abandon their camp equipage and run for their lives, barely escaping being carried out to sea. The next day there was a channel nearly a quarter of a mile wide, and the rush of water could be traced far out upon the ocean.

The inlet stayed open till 1847, when it closed till 1853, during which year it opened itself, but remained in that condition only a short time. In 1855, Maj. Haskin, First Artillery, in command of the post, endeavored again to clear the channel. Sand hills of considerable size, which had accumulated, were cut through, and the attempt would doubtless have been successful but for the low condition of the water during that unusually dry year. A small amount of labor expended under favorable circumstances would, in all probability, effectually open this inlet, and render the harbor one of the best upon the eastern coast. At times it has admitted vessels drawing eight feet, and the entrance is protected from north winds by a ledge of rocks.[30]

The natural fluctuations of the inlet are today monitored and altered by the Jupiter Inlet District and other governmental authorities with jurisdiction over the inlet and its tributaries. These authorities attempt to control powerful natural forces.

With the boulders?

The Jupiter lighthouse first attracted settlement and commerce to the area. The story began when Congress appropriated $35,000 (See Appendix 6 for 1991 dollar equivalents) in March of 1853 to erect a lighthouse to mark the reef lying off Jupiter Inlet and to guide vessels as a landmark.[31] It was to be a light of the 'first order' meaning that it would be one of the tallest and most powerful in the country, with a visibility from eighteen to twenty-seven miles. Original plans for a masonry tower of ninety feet were later changed to one hundred five feet.

Jupiter Inlet was chosen as the location for the lighthouse. The junction of the Loxahatchee and Indian Rivers close to the inlet had a site with an elevation of forty-six feet. It was part of the 9,088.60 acre Fort Jupiter reservation of Seminole War days. On October 22, 1854, President Franklin Pierce signed the order setting aside sixty-one and one-half acres for this purpose. The lighthouse was finally completed in 1859 at a cost of $60,859.98, nearly twice the original appropriation.[32]

The lighthouse was designed by Lt. George G. Meade who later commanded the Army of the Potomac at the Battle of Gettysburg. Its completion coincided with the conclusion of the Seminole Wars and the beginnings of the U.S. Civil War. Florida seceded in 1861. It was the third state to leave the Union.

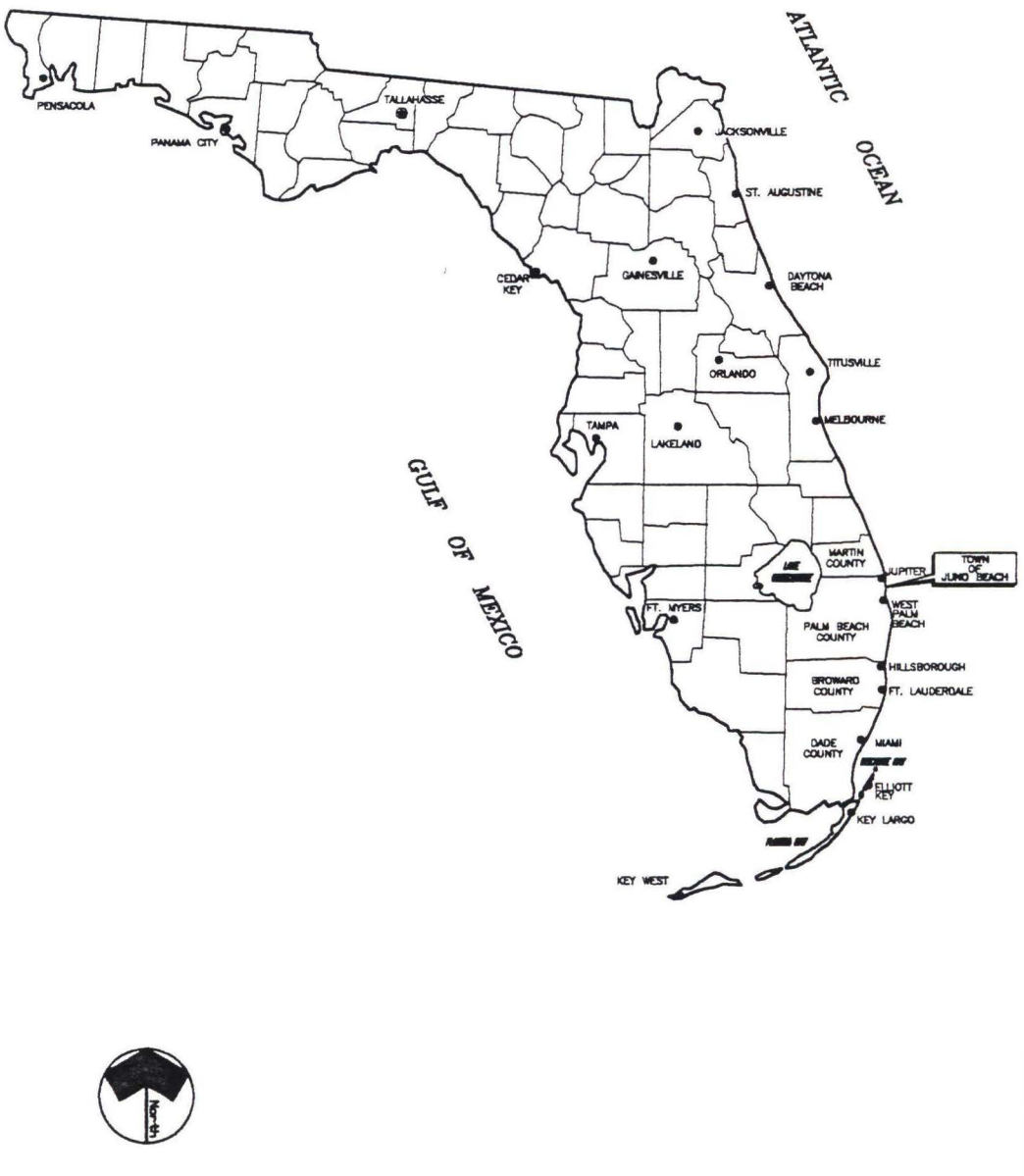
During the Civil War, the light was darkened. "It was said that signals were sometimes shown from the tower to help the blockade runners. When Confederate Secretary of War, John C. Breckinridge, fled down the Indian River, enroute to Cuba after Lee's surrender, he mentioned passing the darkened Jupiter light."[33] August Oswald Lang, the assistant keeper, was among those who demanded the lighthouse be shut down. He removed and hid part of the light's mechanism with the help of two other Southern sympathizers.[34] The light was restored after the Civil War ended. It was restored by Captain James Arango Armour who had served as a volunteer coastal pilot for the Union forces and ardently supported the Union.[35]

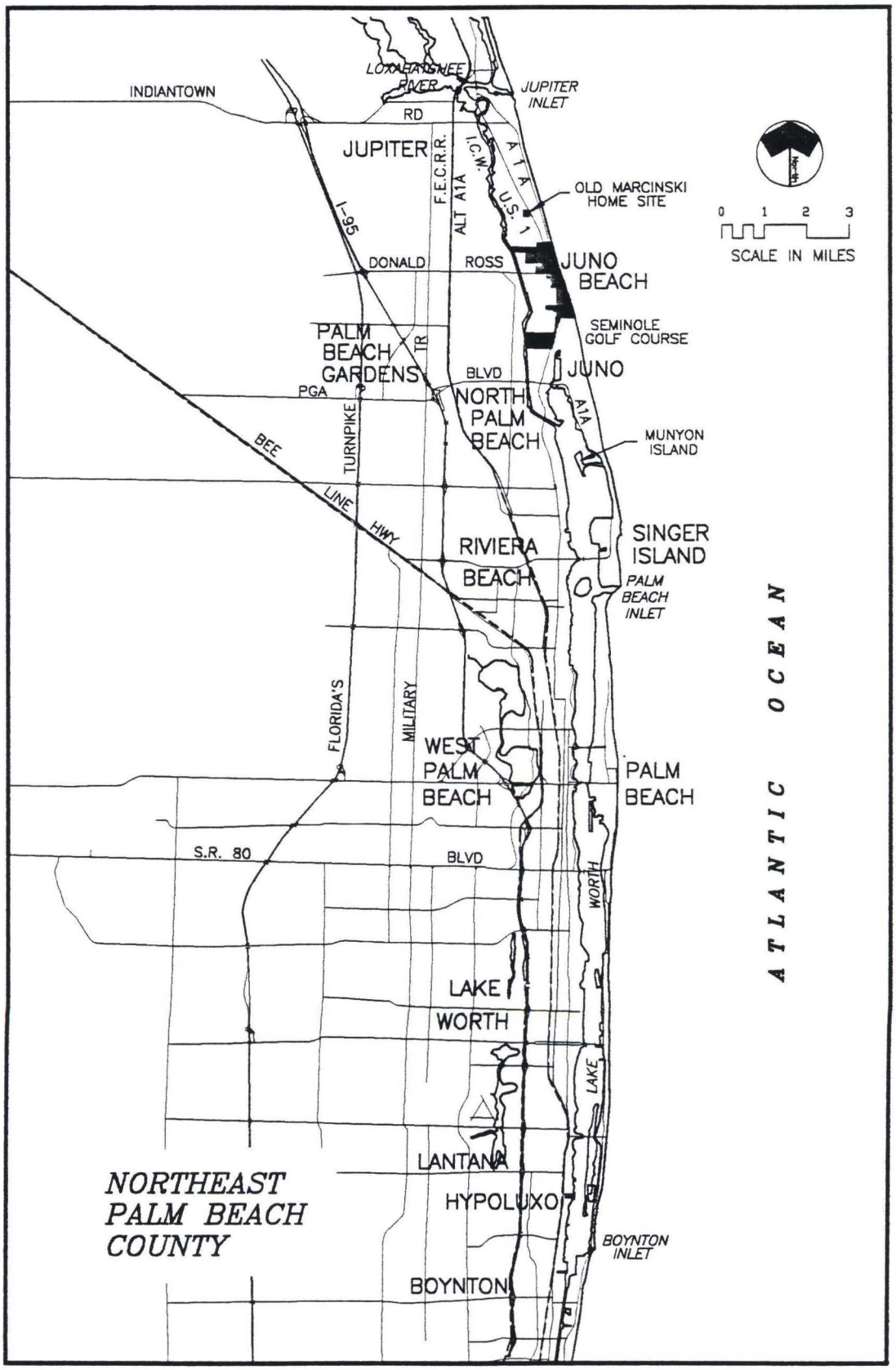
> An agent was sent to Jupiter and with the help of Captain James A. Armour, the missing parts of the illuminating apparatus were found around Lake Worth Creek and on June 28, 1866, the light again flashed out over the Atlantic. Captain Armour was an assistant keeper under Captain William B. Davis of Key West for two years when he became the head keeper, a position he held very capably for over forty years. A bride came to share the lonely post in 1867 and Mary Armour who died in infancy was the first white child born in Jupiter. The Armours had seven other children.[36]

Jupiter Inlet was now a small port along the shores of southeastern Florida. The State was readmitted to the Union in June 1868. The lighthouse at the inlet both aided navigation and encouraged settlement. The government subsidy to the facility created an outpost around which settlement could begin without fear of Indians and without slavery. Seminoles were few and lived in swamp lands away from the

coast.[37] White settlers began moving to the area stopping at the lighthouse on their way.[38] Thus, the Pioneer Era in South Florida followed the U.S. Civil War, 1861-1865, and began with the ensuing decade when peace and the Homestead Act of 1862 permitted settlement.

STATE OF FLORIDA




LOXAHATCHEE RIVER
INDIANTOWN
RD
JUPITER INLET
JUPITER
F.E.C.R.R.
ALT A1A
I.C.W.
A1A
U.S. 1
OLD MARCINSKI HOME SITE
I-95
DONALD
ROSS
JUNO BEACH
SEMINOLE GOLF COURSE
PALM BEACH GARDENS
TR
BLVD
JUNO
PGA
NORTH PALM BEACH
A1A
MUNYON ISLAND
TURNPIKE
BEE
LINE
HWY
RIVIERA BEACH
SINGER ISLAND
PALM BEACH INLET
FLORIDA'S
MILITARY
WEST PALM BEACH
PALM BEACH
S.R. 80
BLVD
WORTH
LAKE WORTH
LAKE
LANTANA
HYPOLUXO
BOYNTON INLET
BOYNTON
NORTHEAST PALM BEACH COUNTY
ATLANTIC OCEAN
0 1 2 3
SCALE IN MILES

Chapter 2
PIONEER ERA TO JUNO, CELESTIAL RAILWAY, AND ARRIVAL OF HENRY M. FLAGLER

The pioneer era of the late nineteenth century led to settlement of Juno, predecessor of Juno Beach. This chapter will discuss events leading to the settlement of Juno and its brief life before the arrival of Henry M. Flagler and his railroad led to Juno's demise. Local events were typical in many respects to the pioneer era elsewhere in Florida.

The Pierce family were representative of Americans who came to Southern Florida in the later part of the nineteenth century as pioneers. Hannibal Pierce, a native of Fayette, Maine married Margretta Moore, a school teacher, after having been shipwrecked on the shores of Lake Michigan.[1] The Pierce family were living in Chicago, Illinois when, due to the illness of Mrs. Pierce's brother, William Moore, the family decided to move to Florida.[2]

> A large sloop 28 feet in length, the Fairy Belle, was purchased, refurbished, outfitted and ready for launching when the Chicago fire broke out in 1871. While the Pierces and Moores were not burned out, the waterfront was ravaged by the flames. Miraculously, it seemed, the Fairy Belle was spared. To escape the desolation of Chicago after the fire, the starting date was set ahead and within days the Pierce family and Will Moore set out down the Illinois River for the Mississippi and their final destination, Florida.[3]

The migration path of the Pierce family followed late nineteenth century routes from the Great Lakes to the southeast.

The manner of transportation by which the Pierce family reached Florida was not untypical for those times. The Fairy Belle was frozen in the ice for the winter in a friendly cove of the northern tributary Illinois River. In the spring with the first thaw they were on their way again into the Mississippi, past New Orleans, and finally into the Gulf of Mexico. "Under full sail now, in mid-summer they reached Cedar Key (on the Gulf Coast above Tampa), where they were warned by the inhabitants not to try to sail around the peninsula during the hurricane season." [4] The family discussed the situation and determined to sell the Fairy Belle. Amid the bustle of the still prosperous port of Cedar Key, they boarded a train of the Florida Railroad and finally arrived at Jacksonville on the east coast of Florida. The peninsula of Florida posed a barrier, not only of distance, but also of high summer hurricane hazard (see Map p13).

A few weeks after arriving in Jacksonville, the Pierce family was living in a deserted cabin in the midst of an orange grove on Indian River at Ancona Heights south of Fort Pierce. "Tragedy hit them there in a fire of unknown origin that burned them out of all their possessions. At the height

of misfortune they were rescued by the offer to Captain Pierce of the position of assistant lighthouse keeper at Jupiter Light under the head keeper, Captain Armour." [5] Travel from the Great Lakes to Jupiter Inlet had included river vessels, coastal vessels, railroad, and walking but the best route was by no means a straight line from Chicago, Illinois to the estuary of the Loxahatchee River in Florida.

When the Pierce family arrived at Jupiter Inlet and the lighthouse in 1872, Captain Armour told them it was near the northern end of Lake Worth, "a large lake, some 22 miles long and in some places more than a mile wide."[6] He added that, "No one lived there now, though a German named Lang and his wife had lived there for some time during the civil war."[7] This observation provides interesting commentary on the level of development barely more than a century ago.

Jupiter lighthouse was located in what was then Dade County, named for the Major Francis L. Dade who had been killed in the Second Seminole War. According to Pierce, nothing much appeared to have been done about organizing local government in Dade County prior to the year 1872, "a condition brought about by its almost complete isolation from the rest of the civilized world." [8] Dade County then included the territory extending south from the St. Lucie River to Cape Sable on the extreme southerly end of the peninsula. It was half as long as the distance from Juno Beach to Jacksonville and comprised what are now part or all of five counties.

Pierce noted further that the political organization established around Biscayne Bay in 1872 did not extend as far north as Lake Worth until the state and county election in 1874.[9]

In 1873 the Pierce family decided to move to Lake Worth. This was one year before Florida authorized construction of the Intracoastal Waterway. They had heard about the beauties and wonders of Lake Worth and of its rich hammock lands open to the homesteader. The Pierce family moved with two small craft, the Victor and the Fly, up Lake Worth Creek. They survived a hurricane. It took them about a week to journey from the lighthouse to the Malden House near present day Palm Beach inlet. They passed west of what would become Juno. With the advent of the Pierce family, the lake had a population of eight. [10]

The Pierce family homesteaded on Hypoluxo Island. For the next two decades they lived in a house built from shipwreck salvage, flotsam, and palmetto thatch. At election time in 1872 the lake had only one voter and the politicians of Miami, also few in number, were not interested in obtaining the vote from Lake Worth.

> In the fall of 1874 there were ten or twelve people living on the Lake, so a man was dispatched on foot up the beach (from Miami) to establish a voting precinct and name an election board. Our (the Pierce) home on Hypoluxo Island, a house then covered with palmetto leaves, was the polling place selected, with Charley Moore, W.M. Butler, Uncle Will, and father as inspectors of election. [11]

Quite the walk!

The polling place brought elections and political activity to the pioneers on the lake. Fall of 1874

At this time there were no known settlers or development in the area that presently comprises Juno Beach. This was the era of "the barefoot mailman" noted in the Pierce diaries and popularized by Theodore Pratt in his novel of the same name.[12] The three day route of these carriers was almost 100 miles from the foot of Jupiter Lighthouse and then by the beach along the Atlantic shore from Palm Beach or Lantana on Lake Worth to Fort Dallas on the Miami River. The mail was transported by foot from days of early settlement. Population increased in the area between Jupiter Lighthouse and Lake Worth during the 1870s and into the 1880s.

Before the fall election of 1888, the Palm Beach Republicans held a meeting and organized a Republican County Committee of three: Charles C. Haight, Chairman; George S. Rowley, Secretary; and Roswell K. Brown, Committeeman. Although the committee held a convention and nominated a full county ticket, the Republicans failed to elect any of their nominees.[13] It was very close, however, in the race for county commissioner when their nominee tied the regular Democratic candidate. In the election of 1888 James Wood Davidson, a resident of Palm Beach, was elected county representative. "The citizens of the Lake were jubilant over the result of the election, as Davidson received the vote of every citizen in the north end of the county. We also noticed that the north end of the county had outvoted the Biscayne Bay section by a

large majority."[14] Charles Pierce felt that there was more than partisan significance in the voting turnout.

The surprising population shift signified by the north Dade majority encouraged the leading Democrats of the Lake, such as E. N. Dimick, George W. Lainhart, George W. Potter, and Alan E. Heyser, to propose moving the county seat from Miami to the north end of the county in the next election.

> On investigation they found they could not get the vote of the entire upper end of the County for Palm Beach, and since they had to have it in order to carry the election, they agreed to locate the courthouse at Juno, a newly established post office at the north end of the Lake. If the courthouse were built at Juno, the people of the upper end of the county could reach it as quickly and as easily as the people of the Lake, so the agreement was made.[15]

Political compromise has determined many governmental locations in America, and so it was with Juno, Florida.

When Pierce refers to the upper end of the county, he means Juno, Jupiter, and north; when he is referring to the "Lake," Pierce means the area from Munyon Island and present day Palm Beach through Hypoluxo Island down to present day Boynton Beach. Having observed that the north end of Dade County above Lake Worth had outvoted southern Biscayne Bay by a large majority, the question of the removal of the county seat came up at the election of 1889. According to Pierce, "the north end of the county won the fight by a large majority."[16] The county seat would be located at Juno.

Albert M. Field had a homestead of a quarter section above Lake Worth and out of that quarter section (160 acres) he gave one square acre to Dade County. "This property was located just a little less than a half mile north of the end of the lake, just west of the right-of-way of the Jupiter and Lake Worth railway."[17] Al Field's house at Juno was used as an office by the clerk of the county until a courthouse could be built to take care of the rapidly increasing county business. The new building was completed the following summer in 1889. "It was a large two-story frame structure with a clerk's office, county judge's office, and sheriff's office on the ground floor and one large room the full size of the building on the upper floor. This was the courtroom, but it was also frequently used for dances." [18] The only known photograph shows the laying of the cornerstone prior to completion of the Courthouse. Dade County contained some 7,200 square miles and had a population of 726 persons according to the 1890 census.[19] The Plat of A.M. Field's lots at Juno was recorded in 1896.

Judge Chillingworth, one of the first lawyers in Dade County, recalled Juno in 1932:

> Of all the county seats that ever existed in the United States, I believe that Juno was one of the most unique. In the first place it never was incorporated as a town. It was simply an unincorporated village. It had at various times about seven dwelling houses, two boarding houses, one newspaper building and one very small railroad station and a small store building on the dock near the water's edge. In addition, there was the courthouse,

> the jail and the kitchen to the jail. Juno never had a church. No preacher ever lived there. No doctor ever lived there and practiced medicine there. It never had more than two lawyers at one time. It never had a school house except during the latter part of its career as county seat, and then only a very small one-room building in which school was held for a short time. It never had a bank or other financial institution. It did have one newspaper, *The Tropical Sun*, which was later moved to West Palm Beach and published there. [20]

The location of the former county courthouse was on a site just north and east of the present day intersection of U.S. Highway One and P.G.A. Boulevard. The southern railhead of the Celestial Railway and port of Juno was located just south of the former courthouse and west of the mouth of Little Lake Worth.

Charles W. Pierce's diary observed that the first road on the lower east coast of Florida created by United States settlers or soldiers was the old Military Trail that started at St. Augustine and ended at Fort Dallas on Biscayne Bay.[21] It was not a trail of significant migration. Pierce recalled the trail in his era:

> The section that passed through the counties of Brevard and Dade was not a road, properly speaking, but a mere blazed trail through the swamps and flatwoods of the back country. In the first fifteen years of settlement on the lower east coast, no thought was given to the subject of roads as a means of transportation. Since everyone traveled by small sailboat or rowboat or walked the ocean beach, there was no need for roads. Before the county seat was moved to Juno, moreover, the county officials living on Biscayne Bay never gave a thought to the idea of a road

> connecting the bay with the lake. The people living on the bay were within easy distance of the courthouse and saw no need for roads. After the county seat was moved, and following two or three pilgrimages of the bay men to Juno, there arose a howl from the citizens of the south end of the county that a road should be built between the bay and the lake. [22]

About a year after completion of the courthouse, county commissioners appointed a board of road commissioners including Pierce, who became chairman. Their job was construction of a road from Juno to Lemon City. Bids for a survey and plat of road were taken. Pierce was one of the commissioners who would inspect the thirty-seven miles through scrub, pinewoods and dense undergrowth from Juno to Hillsborough. Pierce shortened his inspection area by suggesting that boats could make the journey easier between Juno and Lantana because soft sand for horse and wagon was more difficult than sailing Lake Worth. When the road was finished between Lantana and Lemon City, the walking mail route was discontinued. The barefoot mailman passed into history.

Pierce observed that at this time Dade was by far the largest county geographically in Florida. It was so very large it was often called "the great State of Dade." [23] Pierce noted that the north line was just a little south of where the town of Jensen then stood. The south line crossed the north end of Key Largo near the southern end of Biscayne Bay. "The principal settlements were on Lake Worth and

Biscayne Bay, although there were small settlements at Waveland, near the north county line; around the mouth of the St. Lucie River; at Jupiter; and on Elliott's Key near the south end of Biscayne Bay." [24] As time would tell, Juno would not hold its important place in Dade County. Events outpaced the reason for its location and existence. Transportation routes changed and the importance of Juno's location declined.

Settlement of Juno followed the development of better transportation linking north Florida to the southern part of the state. In 1885 the Jacksonville, Tampa and Key West railroad started building southward from Jacksonville with Titusville as its destination. About the time of its completion, the railroad company organized the Indian River Steamboat Company. This steamboat carried the railroad's freight and passenger business from Titusville south to Jupiter. Sailboats hauled most of the freight before the advent of steamboats, although earlier attempts had been made at steam navigation. Sailboats were being replaced by steamboats and railways.

In the summer of 1886 a small twin screw steamer was built in Jacksonville. The steamer provided for quicker and more certain transportation from Titusville to Jupiter than was afforded by sail. The Lake Worth, under the command of Captain H.P. Dye with Frederick C. Voss as engineer, made regular trips on this run in the winter of 1886-87. When the railroad inaugurated its service to Titusville, the company

bought side-wheeled steamers. These steamers made regular trips daily between Melbourne and Titusville.

> Thus the upper river as far south as Melbourne was receiving daily mail, while the lower river and Palm Beach only had mail once a week.... When the steamer White commenced making regular trips to Jupiter, the only transportation from Jupiter to Lake Worth was by a small hack, operated by the Brelsfords and Dimick, and by mail carriers on mule and wagon. When the steamer was a few hours late (and that happened quite frequently), the passengers would have to stay overnight at Jupiter.[25]

With wry humor, Charles Pierce noted that this sounded quite simple and would have been if there had been any accommodations. However, there were none. A large flatboat or scow with a cabin built on deck was purchased and became something of a hotel for overnight accommodations. The makeshift solution is not without precedent in American history.

Other steamers arrived on the Indian River later.

> To handle the increased business, a large steamboat dock was built on the south side of the Loxahatchee River. At the same time a large force of Negroes started working grading the roadbed for a railroad from Jupiter to Juno at the head of Lake Worth. They had the grade through to Juno in short order and were laying track with handcars while waiting for the rolling stock to come down the river from Titusville... When the Loxahatchee landed the rolling stock of the new railroad at Jupiter, the work of laying the track to Juno was finished in short order. Then a warehouse and dock were built at Juno terminal and everything was ready for the new steamboats and their loads of tourists coming to see Palm Beach.[26]

The settlement of Juno depended on its location between Jupiter and Lake Worth. Maintaining the settlement required that transportation routes continue to pass through it.

The correct name of the Celestial Railroad was the Jupiter and Lake Worth Railway. It went from Jupiter to Juno, passing through the way stations of Mars and Venus. Hence, it was inevitable that some should call it the "Celestial Railroad." The line was granted articles of association by the State of Florida in October 1890, after it had been in operation for some fifteen months. Accounts of that period usually referred to it by its initials--the J.& L.W. The residents along the line did not begin to call it the Celestial Railroad until 1894 when they learned of its nickname from outside visitors.

> The earliest use of the term, 'Celestial Line,' occurred in an article, 'Our Own Rivers,' by Julian Ralph, which appeared in the March issue of Harper's New Monthly Magazine in 1893. The next year, an English visitor to Lake Worth used this same appellation in his article, 'The Indian River Country, Florida,' which appeared in Chamber's Journal.[27]

The celestial name lasted longer than the railroad itself.

Jupiter on the ocean was north of Juno and the route to Lake Worth was a seven and one-half mile distance on a diagonal. Prior to the railroad, it had been a county road established in 1885. E.N. Dimick and the Brelsford Brothers operated a hack line on the road for transporting visitors to Lake Worth and for hauling freight to and from the Lake. The

freight wagons, pulled by oxen, were known as 'bull trains.' The local line sold out in 1889 to a new company, the Lake Worth and Jacksonville Transportation Company. Its facilities were quickly absorbed by the Jupiter and Lake Worth Railway and both of these companies had contracts to carry the mail to the lake.

The J. & L.W. was a tiny branch of the Jacksonville, Tampa and Key West Railroad Company that was engaged in a race down the east coast of Florida with the East Coast Canal and Transportation Company. Both companies had marked out larger areas for operation than they could possibly hope to develop. Both wanted the land grants that the Florida Internal Improvement Fund gave for the encouragement of public transportation.[28] The little railroad was capitalized at $50,000 and final investment approximated $20,000.

> Thus in 1889 the Lake Worth region secured a three-foot narrow gauge steam railroad---the southern-most railroad in United States and the pride and distinction of early north Dade County. The railroad became an important factor in the development of the Lake country.[29]

The advent of the railroad stimulated both commerce and settlement and they in turn brought competition for key locations.

The competition sometimes outsmarted itself. J.W. Ewan of Miami had served in the state legislature and was county treasurer in 1888. His nickname was the "Duke of Dade." He dominated the government of the county and thereby contributed

to the revolt of the northern citizens and their capture of the courthouse.[30]

Ewan rented a room to the county for the conduct of its business in Miami. As the lease neared expiration in 1888, Ewan raised the rent from $5.00 to $15.00 per month. Residents of the north settlements took umbrage and circulated a petition in the lake area calling for a special election to determine the location of the county seat for the next ten years. When the petition was in order and there were more than enough voters' signatures to validate it, the commissioners called the election for February 19, 1889. Southern Dade went down to defeat by a vote of 107 to 80 from northern Dade.[31]

Commissioner A.M. Field from the lake area, meanwhile, offered the county a square acre free as a site for a courthouse in the northern part of the county. His offer was accepted and he and his wife deeded the plot, described by township, range and section, with the point for survey being a stake in the middle of the track of the railroad. In the election of 1889, the courthouse location was described on the ballot by its legally surveyed location because the town of Juno had not yet been named. It was later among the first plats recorded in the area (see Appendix 4).

Juno received its name sometime between the time of the removal of the county records from Miami in March, 1889, and January 6, 1890, when the county commissioners met for the

first time in Juno. Coincidentally, Mr. Field rented a room in his house for the county's records and business during this ten month period for a monthly rental of $15.00, the same rent that had sparked the election. Mr. Field himself or in conjunction with friends and neighbors named the new county seat Juno.[32] The classical source of the name is clear. Older Jupiter, on the ocean, was now wedded to Juno, his bride on the lake. The two children born to this celestial marriage were Venus and Mars, but Mars never survived its christening and Venus remained only a dream of its sole resident, Mr. J.B. Wells. Tropical Sun editor, Metcalf reported that Wells kept two cats which he called Jupiter and Juno.[33]

> The removal of the courthouse was a political revolution in which 187 voters out of a population of about 800 residents registered an opinion. Although it may seem difficult now to imagine that Dade County was ever a tiny community, the state census of 1885 and the federal Eleventh Census of 1890 support this contention. In 1885 Dade County had 332 residents, an increase of 75 since 1880. It had then twenty-three settled farms and fifty men of military age. The Census of 1890 counted a population of 861 and 134 Indians. The county then contained 226 families and 224 dwellings. There were five voting precincts that stretched all the way from Waveland at the Broward County line to Elliott's Key, opposite Coconut Grove.[34]

Workers for the new line were reported on the right-of-way in October 1888. Moreover, in the next month, the Florida Star, a local newspaper, reported that the rolling stock for the local line would be the narrow gauge stock from the St. Johns and Halifax Railroad which had recently been converted to

broad gauge. The grade was completed and the laying of ties begun before the year was out.[35]

In February 1889, further work on the track awaited the transportation of rails from Titusville to Jupiter. This long delay over shipping the rails made "Sam," who was correspondent for the Florida Star, pessimistic again:

> From the present prospect the Jupiter and Lake Worth Railway will be finished about the time the visitors and the tomatoes are all gone. Perhaps, if the rails don't rust out by next winter, there may be a little use for it.[36]

The produce shippers continued to use the bull trains to deliver their crops to the wharves at Jupiter.

On March 23, the engine was delivered to Jupiter and final inspections were made late in June. With all the annoying delays over, the little railroad was ready for operation. The Titusville Florida Star of July 11, 1889, reported that Lake Worth residents celebrated the Fourth of July with a free ride over "their" railroad to Jupiter:

> Lake Worth, as usual, had her regular Fourth of July picnic, but it was an unusual one for this section. Only think of riding on a steamboat and in the (railroad) cars in this country....both in one day! For the first time in the history of this part of the country we could do it. As the different parties left the steamer they one and all agreed that this Lake Worth Fourth of July picnic had not only been a success but the biggest success of any picnic ever held....[37]

This was a moment in history. An era was about to pass for a place and time. Better means of transportation were coming again.

The Celestial Railroad was a good income producer. "With no other competition, the local company kept the rates high. Passenger fare was seventy-five cents one way, and the freight charges were twenty cents per hundred pounds for the seven and one-half miles, with wharfage additional."[38] It appears to have been a small but profitable monopoly.

Building activities on the lake increased and the volume of heavy freight also increased. Passenger facilities were compressed to the point of actual discomfort. Newspaper editor Guy Metcalf waged and won a campaign for a larger freight platform at Juno, but failed in his next campaign to obtain better station conveniences. In the July 14, 1892, issue of the *Tropical Sun*, Metcalf complained bitterly about the station at Juno:

> The need for a better station at this point becomes more urgent daily, and we but voice the sentiments and decrees of the public generally when we call attention of the managers to the deficiency in the matter of conveniences afforded by them for the public.
>
> The building stuck on the end of the wharf at Juno that has to answer for the purpose of a waiting room for passengers, a storehouse for freight, a distributing room for mails, tickets, express and telephone offices, is one of the most unsightly buildings to be found in this entire country, and the matter appears worse when we think of the progressive spirit manifested by the company in other directions at other places...[39]
>
> The business of this section has grown to such proportions that it is worth catering to. Passenger traffic in the winter and the fruit, vegetable and lumber shipments in the spring and summer, make a nice little plum for a

> transportation line enjoying a monopoly, and now is a very good time to be solicitous, as other lines are beginning to turn their attentions this way with the expectation of sharing the profits, or, it may be, of securing all if possible. "The long pole gets the persimmon," invariably. To apply this: the line that meets the demands of the country through which it passes, is the pole that will get the fruit--literally, "the fruit" of this section.[40]

Metcalf's comments indicate the agricultural base of the local economy. In particular, pineapple and winter vegetables were important cash crops, grown along the line from Jupiter to Juno.

The Celestial Railroad boosted real estate prices at the north end of the lake for a while but flush times did not last. The completion of the railroad saw land prices along the right-of-way go to $75.00 per acre, but they never went any higher and the higher priced parcels were advertised for suspiciously long periods of time.[41] The Celestial railroad improved transportation time and convenience of travel between the North and Lake Worth. Cornelius Vanderbilt Barton of New York, had a winter place on the lake. He made a trip from New York to his winter home in seventy-two hours, but he had a special trip on the J. and L.W. from Jupiter to meet his launch at Juno in order to complete the trip in the time achieved.[42]

Cornelius Vanderbilt Barton indicated by his given and middle names the wealthy class of visitor coming to winter in Palm Beach. Henry M. Flagler had marked this from St.

Augustine. The advent of Vanderbilts and Flaglers in Palm Beach signified the beginning of a new era with arrival by different means of transportation.

Henry M. Flagler first came to Florida in 1878. He returned to Florida on his honeymoon in 1883-84. His arrival in St. Augustine led to a revival of the old city located at the northern end of the Anastasia formation. His advent in Palm Beach led to more profound changes in the development of the area that included Juno Beach:

> The J. and L.W. had only four years of favor and monopoly before it was caught up in the whirlwind of railroad consolidations, bankruptcies, and extensions which Henry M. Flagler created when he decided to put a major line into south Florida. He was competing with H.B. Plant on the West Coast but Flagler had more money and knew where he could get more if he needed it. So Flagler pre-empted the east coast and Plant consolidated his own empire on the west.[43]

Flagler, in fact, invested in Plant's railroads. Flagler limited his own railroad development to the east coast of Florida while Plant remained on the west coast, principally near Tampa and also central Florida.

Flagler visited Palm Beach in March 1893, and this was solid proof that his railroad was coming to the lake. His agents secured options on large amounts of property on both sides of the lake. Railroad promotion required meeting with the local citizens and entertaining them at local receptions. Agents passed subscription books for the securing of options and contributions of land and money. This had been the

procedure when the J. and L.W., raised $7,500 on Lake Worth to bring the railroad to Jupiter and Lake Worth. This was the same procedure followed by Flagler and his party in March at Palm Beach.[44]

Railroad agents asked the men of Palm Beach to raise $30,000 as earnest money to bring the Florida East Coast Railroad to the Lake. Nearby at Hobe Sound, $10,000 was asked and secured by Flagler men. In Palm Beach, Flagler and his companions were entertained with a musicale by Mr. and Mrs. Albert Robert. Flagler's visit was the premier social event in Palm Beach during the season of 1893.[45]

Through purchases Flagler secured most of the acreage for Palm Beach and for West Palm Beach, that he proposed to develop as the railroad and service town for Palm Beach. These purchases were in addition to the grants he received from the State of Florida for building the railroad.[46] By May, it was understood that Flagler was going to build a great hotel at Palm Beach. The Indian River Steamboat Company contracted to haul the construction materials from Titusville to Jupiter. From Jupiter the Celestial Line would transport them to the Lake, where another fleet of boats would deliver the materials to the location. All the materials for the Royal Poinciana Hotel came across the seven and one-half miles by the little railroad at a cost set variously between $60,000 and $96,000.[47] This freight income in a fourteen-month period exceeded the total cost and receipts of the Celestial railroad

to that time. Flagler tried to buy the line to carry his hotel materials but the Jacksonville system, then in financial distress, asked so much for the J. and L.W. that Flagler decided to pay the freight charges rather than be scalped for something that would be obsolete when his own railroad reached the lake.[48]

Flagler got revenge upon the Celestial Railway when he by-passed the Jupiter-Juno peninsula and left Juno out of his railroad plans. The county seat and the Celestial Railroad never recovered. The pioneers thought that Flagler would have to use the peninsula because of swampy flatlands west of Lake Worth. Flagler's engineers built a bridge across the Loxahatchee River, west of Jupiter, and laid the tracks across the flatlands into West Palm Beach. Storms and floods did cause washouts but later these were easily repaired and the engineers' judgment was vindicated.[49]

Flagler also secured control of the East Coast Canal and Transportation Company and completed its promised canal commitments to the state. Flagler opened a canal into Lake Worth north of Juno, to render the Celestial Railroad completely useless. By this action, Juno became the terminus of a by-passed narrow-gauge railroad and its precarious hold on the regional ecomomy was further weakened.[50]

Flagler used the capital and knowledge acquired while developing the Standard Oil monopoly in the north with Henry Rockefeller to carry out his plans in Florida. This was more

than a long pole because Flagler sought more than persimmons. The entire east coast of Florida was at stake.

The Gilded Age during which Flagler developed resorts along the stations of his Florida railroad empire lost its luster in Juno before the owners of the Celestial Railroad had a chance to repair their station as Tropical Sun editor Metcalf had urged. The failure of the short line depressed the area:

> When the Indian River line laid up its steamers in April 1895, service on the Jupiter and Lake Worth was suspended also. Its rolling stock was sold at public auction in Jacksonville, in June 1896. Three months later residents along the right-of-way petitioned the county commissioners to declare the tax-defaulted roadbed a public highway. This was done in the following year, when the commissioners appropriated $450 to make a twenty-foot road.[51]

The Celestial fell into disuse and was dismantled. Some of the river steamers such as the St. Sebastian and the St. Lucie were beached along the river and eventually rotted away there. The little mail boat, Dixie, was tied up in the canal and disintegrated there. Flagler's railroad carried the mail now, supplanting the primitive years of boat, stagecoach, and even the barefooted mailmen, walking the route along the beach.

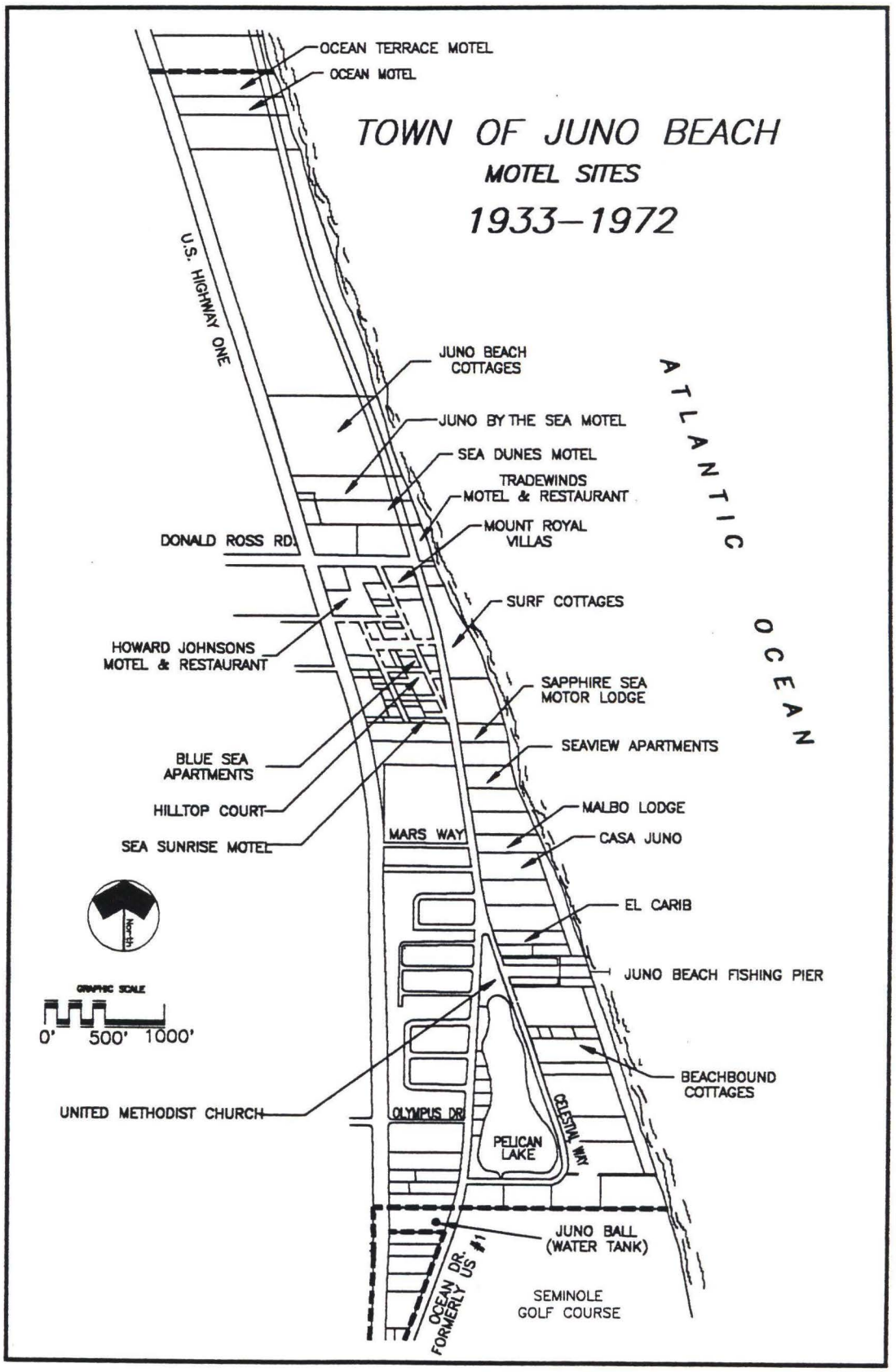
Jupiter still had the lighthouse and government offices that enabled it to survive. Not so Juno, the bride on the Lake. It kept the courthouse only until Miami reclaimed it in 1899.[52]

Juno was consumed by fire after the courthouse was moved back to Miami. Judge Chillingworth visited the site of the village and was able to locate the brick foundation wall of the courthouse. Chillingworth urged that a monument be erected to mark the location of the railroad that went to Juno. In the 1930s, a group of pioneers did erect a monument which marked the spot where the present highway crossed the right-of-way of the Celestial Railroad. The monument was vandalized and removed. The obliteration of Juno was complete by the 1960s.[53]

Charles Pierce noted that building of the Florida East Coast Railroad to Palm Beach spelled the end of the Indian River Steamboat Company. Speed and consistency brought patronage:

> People leaving Jacksonville for Palm Beach would naturally go by the quickest route. Coming by the Jacksonville, Tampa and Key West Railroad they would have to change to a steamboat at Titusville, to a train at Jupiter and again to a small steamer at Juno. All of these transfers added about ten hours to the trip. This caused the steamboats to lose much of their patronage... The steamboat era on the river had lasted less than a decade.[54]

The historical monuments marking the Celestial Railway and the Dade County Courthouse site have been partially restored. The courthouse monument lies north of the intersection of P.G.A. Boulevard and U.S. Highway One. Juno, the County seat from 1889 to 1899, was abandoned along with the southern terminus of the Celestial Railroad from Jupiter to Juno. The railway monument has been relocated to Loggerhead Park in Juno Beach.


TOWN OF JUNO BEACH
MOTEL SITES
1933–1972
OCEAN TERRACE MOTEL
OCEAN MOTEL
U.S. HIGHWAY ONE
JUNO BEACH COTTAGES
JUNO BY THE SEA MOTEL
SEA DUNES MOTEL
TRADEWINDS MOTEL & RESTAURANT
MOUNT ROYAL VILLAS
DONALD ROSS RD.
SURF COTTAGES
HOWARD JOHNSONS MOTEL & RESTAURANT
SAPPHIRE SEA MOTOR LODGE
SEAVIEW APARTMENTS
BLUE SEA APARTMENTS
HILLTOP COURT
SEA SUNRISE MOTEL
MALBO LODGE
MARS WAY
CASA JUNO
EL CARIB
JUNO BEACH FISHING PIER
BEACHBOUND COTTAGES
UNITED METHODIST CHURCH
OLYMPUS DR.
CELESTIAL WAY
PELICAN LAKE
JUNO BALL (WATER TANK)
OCEAN DR. FORMERLY US #1
SEMINOLE GOLF COURSE
ATLANTIC OCEAN
North
GRAPHIC SCALE
0' 500' 1000'

Chapter 3
FROM JUNO TO JUNO BEACH:

Flagler's bypass of Juno would be cause for subsequent development of Juno Beach in an unintentional historical chain of events. Palm Beach became a county in 1909. After Flagler went on to fulfill his destiny linking Key West to the mainland by railroad in 1912, the story of Juno was followed by the rise of Juno Beach, Florida, as a destination resort and seaside community several miles to the north of old Juno. This chapter will disuss the natural boundaries, primary roads, and events leading to the rise of Juno Beach.

The Celestial Railroad was developed to provide for transport of passengers and materials from Jupiter overland to the head of Lake Worth and Juno. The tracks followed the Atlantic shore along the line of the coastal dune and the Atlantic coastal ridge that became the eastern edge of Juno Beach. The Celestial Railroad, as a connecting link on the Intracoastal Waterway, served its purpose until the Waterway was completed and the Florida East Coast Railroad was built. Today the Atlantic Intracoastal Waterway extends from Trenton, New Jersey to Miami, Florida, a distance of 1,391 miles. The

Intracoastal continues along the Gulf of Mexico to Texas. It is the western boundary of both the north and south ends of Juno Beach.

The Intracoastal is marked for inland navigation today with a minimum depth of from 10 to 12 feet. It began in the 1870s.

> The Florida East Coast Canal Company, under a Florida Statute of 1874, which provided for grants of land to railroad and canal companies, began construction of the Intracoastal in 1874. The channel was to be 5 feet deep and 50 feet wide. Although tolls were charged and the canal company received more than a million acres of state owned land, finances had become so low in 1898 when Hobe Sound had been reached, that land was being sold for as little as $2.00 an acre. The last 129 miles to Miami was completed by 1914 at a total cost $3,541,216.00.[1]

It provides man-made passage through natural Florida beauty as well as boundary for Juno Beach.

Bessie Wilson DuBois has written that in January 1892, the whistle of the canal dredge could be plainly heard in the office of Editor Guy Metcalf's *Tropical Sun*. The dredge Matanzas was then within three miles of Juno cutting from 75 to 100 feet per day. DuBois noted that work did not continue, however, for in April 1896 the East Coast Canal had not reached Lake Worth. Apparently, the original contractors failed with only a furlong to go. The dredge Matanzas made the last cut into Lake Worth May 5, 1898. This surrounded the land area of Juno Beach with water on all four sides.

The waterway operation was never profitable. Harry Kelsey, the developer of Kelsey City that became Lake Park, Florida, bought it in 1925 with plans to make improvements that would enable it to accommodate at least 50 large freight barges. Kelsey's plans were thwarted by the land bust which followed the nineteen twenties boom. When the Florida East Coast Canal Company went into receivership, the Chambers of Commerce of the east coast of Florida united to get the federal government to take over the canal project. The Florida legislature created the Florida Inland Navigation District ("F.I.N.D.") in 1927 as a special taxing district consisting of the eleven east coast counties from Duval (Jacksonville) to Dade (Miami). A Board of eleven commissioners received executive powers to comply with the stipulations of congressional legislation then under consideration.[2]

The Intracoastal became a federal project by the passage of The River and Harbors Act of 1927.

> The waterway was widened to 100 feet between 1932 and 1938. The construction of a deeper and wider canal, 12 feet deep and 120 feet wide, originating at the St. John's River, reached Fort Pierce in 1960, but Congress did not appropriate money for continuing the deepening of the canal beyond Fort Pierce. The U.S. Army Corps of Engineers finally agreed that the waterway should be improved south to Miami but only to a depth of 10 feet with a width of 125 feet.[3]

The process of improving the waterway from Fort Pierce to Jupiter took about two years. In 1962, Intracoastal Waterway

residents were informed that the channel would be dredged deeper south of Jupiter. The dredge came along old Lake Worth Creek.[4]

Western roads in Juno Beach followed development of the Intracoastal Waterway. Ellison Wilson Road was named for Ellison Wilson who lost his life while serving as a gunner on a tank in World War II in the Battle of the Bulge. [5] This road parallels the Intracoastal and extends north from P.G.A. Boulevard. The Wilsons had moved to the area of the Intracoastal where Ellison Wilson Road passes south of P.G.A. Boulevard at the top of the hill following the 1928 hurricane. Ellison Wilson Road was extended north to Donald Ross Road. Donald Ross Road was built in the late 1950s and early 1960s. It was named for Donald Ross who lost his life while serving in the tank corps in World War II. [6] Marcinski Road presently runs through the Bluffs area in Jupiter on the east side of the Intracoastal Waterway to the Atlantic, north of Donald Ross Road. It was named after some of the last homesteaders in this area. Both Donald Ross Road and Marcinski Road are east/west arterials located along or near section lines derived from the original survey of Florida as U.S. territory.

The plat of New Palm Beach Heights occurred south of Donald Ross Road. In 1916, the area from present day Donald Ross Road extended to the Atlantic then running south approximately 1,500 feet along the Atlantic shore and then due west along a course parallel with Donald Ross Road for

approximately 2,500 feet, then north to Donald Ross and east 1,800 feet to the Atlantic was platted as New Palm Beach Heights by C.H. Nelson, Jr. [7] The Plat disclosed a proposed community of 235 lots with a planned park, club, and pavilion sites. This project never moved beyond platting. Olive Street on the plat later became Donald Ross Road and Ocean Drive became A-1-A. Further background would be of historical interest but is presently unavailable to the writer. The area platted was also south of the Marcinski homestead and it was platted just as the Marcinskis came to Florida. The Plat of New Palm Beach Heights is noted for its additional evidence of the rise and fall of development plans and for its historical connection to the area that would become Juno Beach, Florida.

The story of the Intracoastal Waterway and the western roads within that area--Ellison Wilson Road, Donald Ross Road and Marcinski Road--provides boundary and background for early Juno Beach. The story of the Marcinski homestead after whom Marcinski Road was named, provides an example of early twentieth century pioneer life. It may be compared with the Pierce family narrative in the late nineteenth century.

Marcinski received a deed for 80 acres of land from the Federal Government, signed by President Warren G. Harding, on June 21, 1923. It was among the last of the homesteads in this area and located near what is now northern Juno Beach.[8]

Marcinski's objective was to build a 'spanish castle' on a hill with orange groves around it. He built a very modest

Find This Castle

castle on the hill but no orange groves because the ocean winds were highly detrimental to citrus trees. Being agriculturally inclined, he leased 10 acres of muck land in Prosperity Farms and planted them to white potatoes in December 1916. He spared no money on that crop and it was growing beautifully. Old-timers began to figure his profits and the net was to amount to $3,000.00. That was nice money in those days for so small a venture. He began to visualize that 'Spanish castle' on the hill. Then on the morning of the 7th of February 1917 as he was on his way to the farm he noticed that the fountain in Flagler Park which sprayed water several feet into the air was a solid cake of ice. As he arrived at the farm, he rubbed his eyes a few times because he could not see any potato plants. They were all wilted and flat on the ground. The whole ten acres were as flat as a pancake. That was Marcinski's first wallop. He began to look for other possibilities.[9]

He met up with a man who said he knew all about contract work but had no capital to get started. This man furnished the knowledge and know-how while Marcinski furnished the money. They picked up a sub-contract to clear 30 miles for canals and roadways at Loxahatchee Farms. When they looked over the land it was nice and dry. Then the rains came. In some places workmen had to stand in water up to their knees. They had a specified time to finish the contract and labor under such conditions was high and work was slow. The only

way to get to the place was by boat on the West Palm Beach Canal. There was not even a trail by land. By the time he got through with the deal he lost his shirt.[10]

One of the men Marcinski had hired to work on the project saw where he was headed and told him he knew of two homesteads open to be taken. One consisted of 160 acres several miles west of Jupiter and another of 80 acres about 3 miles south of Jupiter near the ocean. His partner was not interested. Marcinski was filled up with swamp land so he did not give another thought to the land west of Jupiter. The claim at the ocean intrigued him. One day the Marcinskis walked out to it from Jupiter and as they sat down on the hill tired and thirsty, the beautiful view and the big stretch of ocean before them moved them. Marcinski felt that he could live there with peace and contentment for the rest of his life.

Marcinski applied for the claim at the U.S. Land Office in Gainesville. There was some difficulty about getting it but it was finally awarded to him. He had five years to prove up on it. Meanwhile, the first World War broke out and he entered the service in the army and served a year in France with American Expeditionary Forces. This service counted heavily in his favor and eased up considerably the fulfillment of conditions required. After Marcinskis received the deed to the land they put up an acre of shed for the growing of plumosus ferns.

The Marcinskis were moving along progressively with bright outlook when the 1928 hurricane came along with wind force of 160 miles an hour, blowing away part of the nursery shed and their entire house. This was the second wallop. It was difficult for them to describe their struggle that night toward Jupiter and their return to desolation. Nearly 2000 people were killed in the Glades at that time. Once more they sat on that hill, this time trying to get their strength back. As they looked upon the wide stretch of ocean it buoyed them as no drug store tonic could have. They got a tent from the Red Cross for temporary shelter and some lumber for the house. Mrs. Marcinski went about serenely without any complaint. She just took it in her stride.[11]

Adding insult to injury all the banks in West Palm Beach closed. The Marcinskis had $2500 on deposit in the Commercial Bank and Trust Co. but they could not draw a cent. They borrowed money from friends here and there and gathered up enough to build the cottage that stood on the hill until the Bluffs project was built. It was a small cottage but a sturdy one built to stand against hurricanes as they come through the years, and it held its own. After each hurricane, people came to see whether the little house was standing and, except for 1928, each time it endured.[12]

The post-1928 hurricane breathing spell did not last too long. The Depression came and continued. The Marcinskis raised beautiful ferns and sold them at a loss. Finally,

ferns could not even be given away, although President Hoover kept telling them that "prosperity was just around the corner." World War II came and everything began to buzz economically and they prospered until the hurricane of 1949 came to visit with 170 mile wind force, destroying their nursery completely.[13]

In 1959, the Marcinskis recalled their struggles as pioneers:

> It has been said that homesteaders do not reap their rewards; that the second and third generations get the benefits. But to our surprise the land value that was standing static all these years began to move up by leaps and bounds toward its full value. So we were fortunate enough to sell most of our land at a profitable price relieving us from further struggle, for after all we had our full share of it. In our retirement we are living in peace and contentment. As we look back we cannot say that we suffered any severe hardship. It was a constant struggle, but when one is in good health he can even enjoy it. We were just roughing it.
>
> So there you are folks. To the young couples who have the pioneer spirit and feel restless and have the strength and stamina to get their breath and get up on their feet to struggle on every time they get knocked down flat I say it is a great, happy and wholesome life if you don't weaken. But if you are approaching middle age my advice is 'Don't try it.'[14]

The Marcinskis' homestead eventually became part of the Bluffs development in south Jupiter (see Map p14).

James Watson, an early resident of Juno Beach, recalled the Marcinskis and their old Florida house on the dune

constructed in part from wood and other materials salvaged from the ocean.

> The house was still there when I came in 1947. Matter of fact, we buried Frank and Mary. We took care of them from the time they started the new U.S. Highway One, in late 1955, and they were afraid to live up there on the hill with all the construction work going on so they moved in with us...in one of our trailer units.[15]

The Marcinskis later moved to a rest home in Jupiter where they passed away in their eighties after a full life as twentieth century pioneers. Frank Marcinski died in 1970 at age 86, and his wife, Mary, died in 1971 at age 83. [16]

Seminole Golf Club began construction in 1929, six years after the Marcinskis received title to their homestead. A 1929 phototopographical survey shows Seminole Golf Club under construction.[17] The golf course was built between latitude 26 degrees north, minutes 51-52, east of U.S. Highway One along the Atlantic. A tank is shown on the aerial survey west of the road. No structures are shown to the north in what would become the Town of Juno Beach; however, the old road bed of the Celestial Railway may still be seen diverging from the highway as it continues along the dune line. The railroad bed angles northwest away from the present ocean drive on A-1-A.

The area around Little Lake Worth to the south of the Golf Course is shown as undeveloped with only cabbage palms to the east in what is now Lost Tree Village. Nothing remains of old Juno. Juno Beach is shown as coastal ridge and coastal

dune, each covered with palms and palmetto while short leaf pine lie to the west. The 1929 aerial survey shows the area still in a natural state. Pelican Lake is a wetland.

Seminole Golf Club and its course are world famous but not widely known because of the Club's private character. It was built by E.F. Hutton and investors in the late 1920s as Palm Beach was running out of large tracts of land sizeable enough for golf courses and fortunes such as Hutton and his friends had. Hutton had the "ultra-exclusive" Seminole Golf Club designed by Marion Sims Wyeth. [18] The course itself was designed by the renowned Scot, Donald Ross, whose reputation would be further enhanced by these links. Seminole is one of the most highly rated golf courses in America and historically the first great course in the deep South. [19] Its location on the coastal ridge was relatively isolated in 1929. This isolation would not remain because it was a beautiful attraction for people to live nearby. The golf course became the southern boundary of Juno Beach (see Map p38).

Before Juno Beach ever became a town, it was a secluded stretch of palmetto scrub and wide beaches. "In the late 1930s, the only permanent residents were Howard and Joyce Cook, who ran the Surf Cottages on the site of the present Surf Condominium, and Oscar and Hulda Erikson, who owned the nearby Juno Beach Cottages." [20] Mr. and Mrs. Erikson's cottages were located on both sides of the coastal highway north of present day Donald Ross Road. They were the first

residents of the area that would become Juno Beach. They were part of a pattern of initial settlement by owners of tourist facilities in the area.

A two-lane road along the ocean at that time known as US 1 followed in part the roadbed of the Celestial Railway. A historical marker placed by the Seminole Chapter of Daughters of the American Revolution in Loggerhead Park in 1992 notes the railroad right of way. The road along the ocean provided the spot where travelers coming south got their first view of the ocean from the highway. Nearby, on the Atlantic coastal ridge was the site that became Juno Beach.

During World War II, residents of Juno Beach played a part in their country's defense.

> Since the Germans found the sparsely inhabited stretches of Florida's beaches ideal for landing small parties of spies and saboteurs from submarines, Juno Beach was considered a prime target. A beach patrol was formed, and men on horseback rode along the beach to warn of the enemy activity. The horse patrol was headquartered at the present site of the Surf Condominium on Ocean Drive. German submarines were active off the coast, causing residents to observe strict black out rules at night. Wounded American sailors, whose ships had been sunk by the submarines, occasionally were found on the beach, and rushed to the hospital in Stuart by the townpeople.[21]

Olive Baxter, a current resident of Juno Beach, remembered the U.S. Coast Guard Station from her childhood. The Coast Guard rented from her father. She recalled the stables where beach patrol horses were quartered. The great impact of the world

conflict affected even a small coastal community in southeast Florida.

Bea O'Bannon, an early resident of Juno Beach, was interviewed December 6, 1989. She came to Juno Beach with her then husband "Doc" Evans the year after World War II ended. "In 1946, we moved up there, bought the Trade Winds and, of course, its the long building on the ocean....When we first moved up here our taxes for 17 acres, which we had, were only $500 a year.... We had 300 feet on the ocean....There wasn't a house up here. There were only four of us here. The Cooks had Surf Cottages. Oscar Erikson had Juno Beach Cottages.... Then the Sea Dunes was there and I don't know whether Carl Letsch had it then or somebody else."[22] The Trade Wind's terrace was above the ocean where the San Remo Condominium is located today. James R. Knott, a well known Palm Beach County historian, fondly recalled visiting the Trade Winds in an interview conducted January 24, 1990.[23] The Evanses had purchased the Trade Winds from a family named Yates though according to Bea O'Bannon it had been built by a Palm Beach decorator named Wallace. After the death of "Doc" Evans in 1959, Bea married John O'Bannon.

James H. Watson arrived in Juno Beach in 1947, one year after the Evanses. Watson bought 200 feet of ocean frontage in a parcel which later became the northernmost parcel in Juno Beach adjoining what is now Juno Beach Park. Watson started a local business with "trailers" that were later called

"mobile" or "manufactured homes." His trailers each had a private bath. Later, he changed and went into motels incorporating the same bath into a motel apartment. Watson recalled in an interview on November 22, 1989, that the Eriksons were the first residents of what became Juno Beach: "They came in '33 and prior to them but not in Juno Beach were Frank and Mary Marcinski who lived in a house where the Bluffs is now up on the hill....about a quarter of a mile north."[24] Watson recalled that Dick Summerfeldt then owned Sea Dunes which Bea O'Bannon had remembered as being owned by Carl Letsch who had in fact purchased it from Summerfeldt.

Watson also recalled the Celestial Railroad and its connection with the area to become Juno Beach. His apartment No. 2 was right on the rail bed. Railroad ties were still to be found but Oscar Erikson told Watson the tracks had been taken up for their steel in 1934 or 1935. While grading an adjoining property, Watson discovered concrete footings. Frank Marcinski told Watson that it was the foundation for a Celestial railroad station near a pineapple farm. Marcinski had known the farmer who lived there and grew pineapples along the ridge. The pineapples may have been grown along the Atlantic coastal ridge all the way down to Juno. As the Juno Beach area was being settled, residents discovered evidence from an earlier era of pioneers.

Juno Beach pioneers began to organize in the 1940s. On March 19, 1948, the subscribers to the organization of the

Juno Beach Association appended their names to the record: Vincent A. Burns, H.F. Cook, Joseph Gregg, Robert Cook, W.A. Bound, J.F. Riley, Jr., Frank Bound, Leonard Brown, Oscar Erikson, Art E. Summerfeldt, Brian H. Rix, H. Robert Haenisch, J.H. Watson, Jr., William T.E. Mishler, C.C. Evans, and M.K. Ericsson.[25] The first meeting of property owners in the Juno Beach area was held at the Surf Cottages at 8:00 p.m. on that day. J.F. Riley was chosen as temporary chairman. He called the meeting to order and stated its object: advertising and publicity for this area. Mr. Summerfeldt was elected President.[26]

W.A. "Bill" and Frank Bound were subscribers to the Association who owned land in the center part of Juno Beach. They had platted Surfside Park in 1940; Surfside Park No. 2 in 1945; and Surfside Park No. 3 in 1950. In 1953, Bill and Frank Bound platted the subdivision known as Juno Beach-First Addition, in conjunction with Howard and Joyce Cook. [27] These parcels were developable as light commercial or single family residential.

Mary Ann Orr was one of the first women to develop residential subdivisions in Juno Beach. She owned and developed what are presently known as Juno Heights and Malbo Subdivisions.

J.F. Riley was an officer of Bessemer Properties, a company owned by the Phipps family of Palm Beach. Bessemer Properties had purchased a large tract of land in 1946 in the

area which was to become the Plat of Juno Beach. This land was purchased from the W.R. Reynolds Company for the then sizable sum of over $308,000. The purchase consisted of land running over 4,000 along feet on the ocean north from Seminole Golf Course to the present day Brigadoon condominium.[28] The land went from the Atlantic ocean to the dune area presently bounded on the west by the location of contemporary US Highway No. 1. Depth of the land from ocean to road was 300 feet at the north line and 1,200 feet at the south line. This land was south of the Plat of New Palm Beach Heights, platted in 1916. It was platted in 1948. Bessemer Properties thus owned the principal parcel among the membership of the Juno Beach Association.

The Phipps family company was active in promoting the area. James Watson recalls that he met Jim Riley of Bessemer Properties shortly after Watson opened his business in January 1948. Watson told Riley that the Association was looking for donations for advertising purposes. Riley said, "I'll tell you what, for every dollar you can raise, I'll double it." As Watson remembers, Association members raised $1,500 and Bessemer provided $3,000, so they erected two big forty foot billboards with one near the lake and one on the north end of town.[29]

Membership in the Association was restricted to property owners. An annual fee of $10 was adopted. It was agreed that the name Juno Beach should be recorded or registered and was

to include the territory "bounded by Jupiter, on the north; the Seminole Club on the south; the Atlantic Ocean on the east; and the Intracoastal Waterway on the west; not to include the above mentioned bounds."[30] The boundaries coincide almost exactly with the proposed annexation area of Juno Beach half a century later.

The seventh meeting of the Juno Beach Association was held at the Surf Cottages on the 25th day of August 1948. Each member had been notified of the meeting by mail and many were contacted personally. The purpose of the special meeting was gaining legislative assistance in deciding whether to incorporate Juno Beach. No complete account of the discussion is known to exist. Minutes of the meeting are the extant historical record. James Watson recalled in a 1989 interview that this attempt resulted in failure with the legislature because of one large property owner who objected to incorporation of the municipality.

At a meeting in the following March (1949), Jim Riley of Bessemer Properties was asked to outline the advantages and disadvantages of incorporating Juno Beach. According to surviving minutes, "His comments on the advantages were numerous---mainly the community would have the power to set up building codes, to zone, regulate traffic, set up a municipal water department when the need arose, also fire/police protection, garbage disposal, sanitation and advertising by being recognized as a municipality and the name Juno Beach

being on highway maps." [31] James Watson confirmed there was "very little population at that time but we thought that for advertising purposes we needed a name to identify it and that was our main reason: for publicity and getting it as a municipality and having our own rules and regulations."[32] It was clear that a principal concern of the property owners comprised of motel owners and the master developer, Bessemer Properties, centered on name recognition for the newly developing area.

Senator Horace Beecham addressed the group and answered questions primarily concerning taxes. It was not surprising as this concern remains today for those who reside in unincorporated areas. Beecham's discussion indicated that taxes would be "only what the residents wanted."[33] The Senator may have been literally correct but popular perception may always remain otherwise. A vote was taken on the subject with eight for incorporation and two against. However, they agreed to continue the meeting until later in March when another vote would be taken with their action dependant on the outcome. When the subsequent special meeting was held. The results were ten "yes" and eight "no" votes. Due to the close ballot they tentatively decided to let the question wait two years; however, several of the negative voters pledged their cooperation. Jim Riley of Bessemer Properties was asked to advise Senator Beecham to proceed with the charter.

Property owners turned "thumbs down" on the move to incorporate Juno Beach according to a newspaper article following the March 1949 meeting. Oscar Erikson, the first resident, was quoted as saying, "But some day, some day, we're going to have a fine town."[34] The article noted that Bessemer Properties had a large oceanfront subdivision under construction that "is expected to be a commercial center for the potential municipality. A lake is in the making and contract, to the McKinsey Construction Co., of Fort Pierce, for a $40,000. steel pier has been awarded, according to James F. Riley, Jr., Manager. The pier is said to be only the second in Palm Beach County."[35] Bessemer began building the Juno Beach fishing pier in 1949. This facility became well known up and down the coast after its completion in 1950. Bessemer operated it until the pier was sold in 1959 for $47,000.[36]

By 1949, a real estate tax valuation roll indicated assessed valuation of slightly less than $500,000 for the general area. Principal property owners included Bessemer Properties, Inc., W.R. Reynolds Tobacco Company, and the several motel owners. Many individual parcels were valued at only $50 to $100.

Oscar Erikson was interviewed for a Sunday feature article in the Palm Beach Post-Times of April 24, 1949. The writer noted that west of the highway (U.S. 1 then, A-1-A now) two residential subdivisions had been laid out. A large one

was owned by Juno Beach Development Corporation comprised of a group of local businessmen; a small one was owned by Malbo Corporation with three cottages already perched on the ridge.

> Sixteen years ago (1933) the only identification for this part of the country was the big billboard there. It was known for its fine fishing, and anglers used to talk about going up to fish at 'the signboard.' According to Oscar Erikson, who reports he came down from New York in 1933 to build the first house and business property up there, as the community grew, those interested in the area grew tired of being known in such fashion...By the time the war came along there were four groups of cottages in Juno Beach, he explained...Juno Beach Cottages, Surf Cottages, the Dunes and Trade Winds. With gasoline shortages and wartime activities cutting tourist travel to a minimum, there followed several years in which Juno Beach was virtually at a standstill. Since then, other developments have followed until now this area is developing by leaps.[37]

And by W.A. Bound, the writer might have added. W.A. "Bill" Bound estimated there were twenty-eight permanent residents and an unknown number of property owners in Juno Beach. Bill Bound and his brother, Frank, joined with Howard Cook and their families to begin residential subdivisions alongside the cottages, motels, and other tourist facilities. As noted previously, the Bound's first plat of Surfside Park was recorded in 1940 as a replat of a portion of New Palm Beach Heights that had been platted in 1916 but not developed.

In August 1949, a hurricane with 125 mph winds struck the Juno Beach area (See Appendix 7). James Watson recalled that storm and wondered how he made it through the storm. He lost four trailers, although his permanent structures remained.

Vincent and Sheila Burns also survived at Hilltop Apartments. Their palm trees were worse for the storm as were most area trees.

September 23, 1949 saw further discussions regarding the incorporation of the Juno Beach Association. [38] Like the subject of municipal incorporation, this matter proceeded slowly. The Association also discussed Juno Beach signs and advertising to make people aware of the area. The motel and beach cottage owners comprising the unincorporated Association depended on this advertising as well as word of mouth testimonials. They believed that an official location name was necessary for their businesses.

The tourist business was markedly seasonal at this time. James Watson recalled having practically no business in the summertime. He could have closed if it were not also his home. Watson found out about the economics of his business after he built his trailer park:

> On the trailer park we were getting $125 a month for trailers, and people brought their own trailers in and we furnished a private bath but we were on the ocean. $125 a month was unheard of except for one trailer park in Hollywood, Florida. They were getting $125, so that's why I did. The rooms were $4 or $5 a night except during the winter season. Then they were from $16 to $22 and you had to survive on the winter guests. You couldn't make any money on $4 a night but you broke even. And (in summer) it was like I say, on U.S. (Highway) One we used to have square dances in the summertime...right on the highway.[39]

In Florida tourist business was lean in summer and fat in winter. However, the fat season had to be good enough to carry the lean.

Meetings continued under the auspices of the Juno Beach Association into the early 1950s. In the early 1950s, a discussion of US Highway One arose. There were questions raised as to its location if it was relocated. "Everyone was asked to cooperate and find out anything they could as it would be of vital interest to all at Juno Beach."[40] Seasonal fluctuations of the tourist business were supplemented by threat of changed traffic patterns.

In December 1952 a meeting of the Juno Beach Association was held at Juno By The Sea, a motel located within the coastal dune community of seaside resorts. The following members and guests answered the roll call: Joe Gregg - Seaview Motor Court; James Boyce - Malbo Motor Lodge; Kenyon Cook; C. C. Evans - Trade Winds; Mr. Marshal - Fishing Pier; Coe - South Seas; R. LaThomus - Juno By The Sea; Carl Letsch - Sea Dunes; James Borton - El Carib; Joe Burns - Juno Ranch; Duncan - Standard Oil station; James Watson - Ocean Terrace; H. Cook - Surf Cottages; Whitfield - Ocean Motel; Stanley Kagan - Beachbound; and Oscar Erikson - Juno Beach Cottages.[41] At this meeting, the advertising committee reported and President Letsch brought up the question of real estate taxes in Juno Beach with reference to the increases from year to year. After considerable discussion, the Association decided

to let individual members take care of their own property tax problems.

Juno Beach was still an unincorporated area of Palm Beach County. Its principal economic interests gave rise to continuing efforts toward municipal incorporation for purposes of name recognition. One might say that it was a matter of taxation for identification.

The group discussed various promotional ideas including fishing and golf tournaments. After proposal for a budget of $2,600 for advertising for the year 1953, the discussion turned to membership assessments, although a final decision on such assessments was deferred. President Letsch expressed the urgent need for promotion of Juno Beach within the limits of the resources of the Association and emphasized again the old expression "that we either hang together or hang separately."[42] In December 1952 no one agreed to hang together.

In January 1953 the Association held further meetings where much concern was expressed regarding erosion along the Juno Beach shoreline, apparently caused by the dredging of the Jupiter Inlet. At a meeting in February 1953, President Letsch asked for a report from the committee on beach erosion. The committee had met with an engineer, Colonel Herbert Gee, and learned that a fee of $2,000 was required for a study of causes and cures for the beach erosion. This amount was quickly raised from Association members and Atlantic Ocean property owners.

President Letsch also asked William Bound to explain to the members what the proposed town charter contained. The minutes indicate continuing discussions regarding the municipal incorporation of Juno Beach. The next meeting was held at the Trade Winds Motel the following Thursday. Residents appeared to have continued concerns about the encroachment of the Atlantic from the east and the arrival of tourists who would see it occur or find no beach at their favorite cottage or motel.

In May 1953 a report on beach restoration and stabilization was prepared for the oceanfront property owners by Gee & Jenson, consulting engineers.[43] The report noted the confinement and improvement of Jupiter Inlet in order to facilitate navigation and preserve an inlet usable by small boats for commercial and sport fishing. The Inlet drained an area of some 300 square miles. The report further noted that the sand removed by dredging of the inlet had been used to build up low land adjacent to the Loxahatchee River instead of being pumped onto the beach south of the jetty to nourish beaches. In this way, the sand removed from the Loxahatchee River estuary was permanently lost to the beaches southward.

The altered flow of sediment met mixed political sentiment. Interested political subdivisions and individuals were listed. Since Juno Beach remained unincorporated, residents of the area fell into the generalized category of "oceanfront property owners." Well over 50,000 feet of ocean

frontage immediately south of Jupiter Inlet was observed to be inadequately protected by the existing narrow and seriously eroded beaches. The eleven and a half mile stretch extended to Lake Worth Inlet. The report further noted that property owners who proceeded on their own initiative to build protective structures such as seawalls and groins could find construction costs running from $100 per front foot to $500 per front foot depending on the type of construction selected.

Examination of the beaches from Jupiter Inlet on the north to Palm Beach Shores on the south indicated that six and one-half miles of beach from the Inlet to a point approximately one mile south of the Seminole Golf Club were seriously eroded. Present day Juno Beach fell within this area. The remaining five miles to Lake Worth Inlet at Palm Beach Shores were in poor to excellent condition, progressively improving southward from the beneficial effect of sand stoppage by the north jetty of Lake Worth Inlet. The mixed effects of beach protection structures or groins were noted. The engineering report concluded that unless neighbors built together, they would be destroyed separately. [44] The words of Carl Letsch were echoed regarding assessments for real estate taxes for Association members.

The engineer offered five alternative plans with cost estimates and annual expenditures for each. No record exists for the ultimate use of the report. In the twentieth century, however, the problems of dredging Jupiter Inlet created

broader consequences to property rights than those noted by the U.S. Army in 1841 in the Ives Map Memoir. Those consequences required formal organization for protection. The following month, the town of Juno Beach was incorporated and the words of Juno Beach Association President Letsch were given new meaning alongside those of Senator Beecham. Juno Beach residents would "hang together" not separately and have only those taxes that "the residents wanted."

Approximately 130 summer residents and 1500 seasonal visitors lived in Juno Beach in 1953 when a charter was adopted for the incorporation of the municipality. [45] Incorporation had been preceded by a period of settlement followed by informal association and formal incorporation of a civic association which in certain respects became the forerunner of the movement for municipal incorporation. The location for the town of Juno Beach was interdependent upon the geography of northern Palm Beach County and the history of development in the area between Jupiter Inlet and the north end of Lake Worth. Oceanfront land became more valuable with the rise of the state and national economies after World War II. Such land was able to be developed residentially because no railroad passed through it. The decline of old Juno and the Celestial Railway necessarily preceded the development of Juno Beach next to the Seminole links. Municipal incorporation brought new possibilities and problems of development some of which were unforeseen in 1953.

Voters adopted a Charter of Incorporation in May 1953, and elected five commissioners to serve until the first general election in 1954. Forty persons attended the charter meeting, about two-thirds of them freeholders in the town and eligible to vote. The Charter group met at the Trade Winds Motel (now site of San Remo Condominium) on US 1 (now A-1-A or Ocean Drive). Nominations from the floor were open to all present, and the five elected were chosen from nine nominated. A written ballot was used with the five highest vote getters taking positions as commissioners. Elected to the first Juno Beach town commission were Oscar Erikson, Dr. C.C. Evans, Stanley Kagan, J. Raymond LaThomus, and Henry Raether.[46]

The Palm Beach Post report on May 8, 1953 of the first town meeting noted that boundary lines of the town extended from the north line of the Seminole Golf Club for 1-3/4 miles along the meander of the Atlantic shore, then west for about 1300 feet and south in a broken course to the north line of Seminole Golf Club and east to the ocean again (see Map p38).[47] The town attorney, Elwyn Middleton of West Palm Beach, served the town for its incorporation. He advised those present that he would take the Charter to the State legislature the week following the meeting for ratification. Middleton further explained that the new commission had ninety days after the incorporation charter became law to organize, name a mayor from the five commissioners, and appoint other town officials. The Charter became law on June 4, 1953.

In September 1953, the Palm Beach Post published biographical information on Juno Beach Officials. Mayor LaThomus, born June 23, 1901 in Chicago, was a graduate of the Chicago Institute of Technology with a B.S. Degree in Architecture. As a registered professional engineer in Illinois, he specialized in architectural design and became a bridge design engineer for the City of Chicago. LaThomus held this post fifteen years before going into private practice in architecture and general contracting. LaThomus retired in 1950 and came to Juno Beach. In 1953 he resumed his professional career as an architect. Mr. LaThomus was also a motel owner.

Vice-Mayor Stanley Kagan, born October 28, 1907 in Jersey City, New Jersey, joined the Coast Guard Reserve in World War II and spent twenty-six months at the Fireboat Base at the Port of Newark. Kagan was associated with American Export Line for about two years before joining his father in the S. W. Kagan Company meat firm where he worked for twenty-three years, several of which were as treasurer before his retirement. Kagan came to Juno Beach in 1950. He owned the Beachbound subdivision on the Atlantic, east of Pelican Lake.

Henry Raether was Commissioner and Police Chief. He was born July 9, 1913 in Milwaukee and studied business administration for two years at the University of Wisconsin in Madison. Raether was a Captain in the Army Corps of Engineers for five years in World War II, two and one-half years of

which were spent in the southwest Pacific. Raether came to Juno Beach in 1952 and operated a gasoline station at the time of the Town's incorporation.

Oscar Erikson was born in Matala, Sweden, in 1892, one year before Flagler came to Palm Beach. Erikson attended high school in Sweden and graduated with the equivalent of junior college credits. He also served three years with the Military Engineer Corps in Sweden. He came to the United States in 1921 and became a citizen. Erikson married Hulda Erikson in New York in 1933. They came to Juno and made their home after their honeymoon. They had one son, Evert, currently of Lake Park, Florida, and Finn of San Diego, California, and one granddaughter, Jenny, of Palm Beach Gardens, Florida. Erikson owned the Juno Beach Cottages, the first tourist facilities in the area that became Juno Beach.

Commissioner C.C. Evans was better known as "Doc." He was born in 1896 in Cairo, Egypt, of Greek parentage. He came to this country in 1915 and received a Ph.D in Chemistry in 1922 from the University of Pennsylvania. Doc Evans taught chemistry at Temple University for two years and then went to British Guinea as research chemist in charge of the bauxite mines of Aluminum Corporation of America. Evans resigned at the conclusion of his contract and entered the Sorbonne in Paris for specialized study in hormones. He was a consulting chemist for the Hormone Division of Parke, Davis and Co., Detroit, until his retirement in 1946 when he came to Juno

Beach with his wife Bea, a lively woman who lived in town until her death at 86 in 1991. The Evanses owned the Trade Winds restaurant, bar, and beach hotel on the ocean. The Trade Winds was a favorite gathering spot and hosted some town meetings until a Town Hall was established.

Town Clerk Boyd Borton, the former Mary Boyd Tully, was born July 24, 1900 at Maysville, Kentucky. Following graduation from High School in Maysville, Boyd Borton attended business college there and later was employed in the Mortgage & Finance Division of The Guardian Bank & Trust Company, Cleveland, Ohio. She also worked for the Cleveland Realization Company for seven years. In 1929 she married James Borton of Cleveland. The Bortons moved to Juno Beach in 1951 and owned the El Carib Motel.

Tax Assessor James Watson, was born June 5, 1917 in Oak Park, Illinois where he graduated from high school and later attended business college. Prior to moving to Juno Beach in 1947, he was Sales Manager for S.F.H. Smith Manufacturing Company in Chicago. Watson owned a trailer court at the north end of Juno Beach that later became a motel.

Carl Letsch became Municipal Judge at the time of incorporation of Juno Beach. This position no longer exists. He was the eldest of six sons, all in the hotel business. Letsch was born in 1893 in Germany where he attended hotel schools and also studied business administration, hotel management, and catering. Letsch came to this country in 1910

and retired from active business in 1948. He was Chairman of the Brooklyn Selective Service Board for seven years and a Lieutenant in the United States Naval Reserve. Letsch, a former Director of the Hotel Association in New York City and the Towers Hotel, came to Florida in May 1949 and owned the Sea Dunes motel.

Fire Chief Robert Phiel, although born July 2, 1927 in Elyria, Ohio, lived in Palm Beach County from the age of four. Phiel was a 1945 Palm Beach High School graduate. After serving two years in the Navy, he became a tilesetter with a local firm and was the Assistant Chief of the Juno Volunteer Fire Department on which the Town depended at the time of its incorporation for fire protection.[48]

The first Juno Beach officials were typical of other first residents of the Town. Fair weather and the high coastal dune line above waters whose colors sparkle and change dramatically with the seasons and sunlight made for a place where people wanted to live and wanted to visit. All but one of the new Juno Beach town commissioners owned a motel. This group was very influential in the incorporation of the town. In part, their interest in creating a new town derived from the desire to have a location name that could become a destination for motel customers. There was also a desire among those who incorporated the new town to separate themselves from the decline of Juno, the historical predecessor of Juno Beach, and to put a new place on the map.

Among the reasons for municipal incorporation included the desire for self-governance, building and zoning codes, utilities, and other municipal services. The motel owners and the town's major developer, Bessemer Properties, also desired name recognition for a special place in the sun. Development led to a debate concerning whether the Town should be commercial or residential; that is, a destination resort or a seaside residential community. Development also led to a debate focusing on the intensity of development, whether commercial or residential. Juno Beach's new residents derived great pleasure from living there, debate notwithstanding.

At the time of Town incorporation, there were houses on north and south Juno Lane and on Jupiter Lane. Family run motels were the only other structures in town. In November 1953 at a public hearing at the Trade Winds Restaurant, the Town adopted a zoning ordinance only nine pages long. There were two residential districts ("A" and "B") and one Business District ("C.") The "A" District permitted single family residences and professional offices. The "B" District permitted residences and hotels, motels, apartment houses, and tourist facilities. This would have important but unintended consequences later.

Bessemer Properties donated to the Town two pieces of beachfront, the lakefront, and a park area appraised at $135,000. The first full year budget of the town of Juno Beach ran from the period April 1, 1954 through March 31,

1955. Estimated revenues were $8,000.20 and these were balanced with similar expenses. A copy of the first Town Budget is inserted as part of Appendix 2 to this history.

The first Town Clerk, Boyd Borton, who owned the El Carib, worked at her motel's office as well as for the town. Her salary was budgeted at the sum of $500. There was no police chief. Henry Raether was the first constable. According to Roger Buckwalter, Raether used his own car, with the police light on the fender. He covered the light when he was off-duty. Although the constable received no pay and no mileage allowance, he was covered by town insurance when acting as constable. The Police Department's annual budget was $500 in the first four years of operations.

In February 1954, the first child was born in the Town of Juno Beach: Charles Burns, son of Mr. and Mrs. Vincent Burns. The Burns owned the Hilltop House and Apartments with Frank Burns, Vincent's brother. Charles Burns had been preceded by his sister, Libby Burns DeLosh, who was born in March 1953, prior to incorporation. Libby's daughter, Katherine Ann DeLosh, was the first second generation child. Katherine was born in September 1981.

The Burns family firsts are opened to partial challenge. Gabriela Lorena Gibbons was actually the first child of a second generation Juno Beach resident also born in Juno Beach. After incorporation, Gabriela was born to Robert C. Gibbons and his wife, Mercedes. Robert was the son of William and

Carol Gibbons. The William Gibbons owned the Blue Sea Apartments and Carol Gibbons was the first woman Town Commissioner in Juno Beach.

In August 1956, Raymond LaThomus resigned and Stanley Kagan, the owner of Beachbound, replaced him as Mayor. The Town Commission met in various places until a town hall was found, including the Juno Beach fishing pier, the Trading Post on Mercury Drive, the Trade Winds Restaurant, and a private swimming pool at Beachbound. It would be five years before the Town found a permanent meeting place.

The Juno Beach Association created in 1948 formed itself into the Juno Beach Chamber of Commerce in late 1959.[49] The Association had put out brochures, one of which featured Mayor Kagan's daughter, Diane (an aspiring actress), on the cover. The Association put up a billboard and signs advertising Juno Beach and also encouraged motels to put up Christmas decorations. The Chamber included about fifteen businesses, again mostly motels. It put out brochures and erected signs advertising the area. It also promoted Juno Beach Day at the Florida booth at the 1964 New York World's Fair. According to Roger Buckwalter, the Chamber discontinued its affairs around 1966. Presently, the area is part of a consolidated Chamber of Commerce with Jupiter and Tequesta.

Another private organization that came into existence in the late 1950s was the Juno Beach Garden Club.[50] The Garden Club was started in 1958 by Natalie Kagan, the wife of Mayor

Stanley Kagan. Approximately twenty-five women residents belonged, at first meeting in different homes. Later, meetings were held in the Town hall. Club projects included plantings around a circle in front of the fishing pier, at a road junction north of the United Methodist Church, and around a Celestial Railroad marker on Ocean Drive. Other activities included feeders for birds around Pelican Pond at which time the Club got the State to erect "Bird Sanctuary" signs. The Club also provided litter drums on the beach, assistance at Christmas parties at Town Hall and speakers at meetings. According to Harriet Buckwalter and Fran Young, members developed celestial street names for the Town. This Club ended around 1964.

Community activity during the early years included the annual party held by Oscar and Hulda Erikson on Christmas Eve. The Eriksons invited all their friends to the party held at their house in Juno Beach Cottages on the west side of Ocean Drive. The party usually began in late afternoon and featured Glögg, the traditional Scandinavian Christmas drink of hot mulled wine made by the Erikson family. Mr. Erikson's Cottages were located on both sides of what is now A1A and partakers of the Christmas wine would move back and forth across the highway. Traffic would no longer permit such an event today.

In 1956, an Easter sunrise Church service was first held on the Juno Beach Fishing Pier. According to the presiding

Pastor, William Long Dowler, between 250 and 300 people attended the service. These services were held for a number of years until the pier was sold to a new owner in 1959.

In the late 1950s U.S. Highway One was re-routed. The re-routing of U.S. Highway One in 1957 shifted the major north/south traffic to the west of the Atlantic coastal ridge. This change had an important effect on the small family motels now located along Ocean Drive or A-1-A, since there was no longer significant traffic through Town (see Map p124). A Howard Johnson Motel developed by James Watson and other investors located at the southeast corner of the intersection of new U.S. Highway One and Donald Ross Road.[51] This location capitalized on the re-routing of U.S. Highway One in contrast with the existing motels that lost major traffic on A-1-A.

Several single family subdivisions were replatted, meanwhile, along the coastal ridge and coastal dune: Juno Heights, 1954 (Ann Mary Orr); Sea Dunes, 1957 (Siefert); Ocean View Ridge, 1957 (McIntire); The Palm Beach Heights, 1957 (unknown); Sea View Ridge, 1958 (Markey); and Beachbound, 1959 (Kagan). A majority of property owners within town were now householders and not motel owners (See Appendix 4). Another significant community impact stemmed from the construction of the new U.S. Highway One. Seminole Restaurant located on Ocean Drive and the ice cream parlor across the street on Mercury Way had depended on the Juno Beach Fishing Pier and the east coast highway for business. When the new U.S.

Highway One opened traffic bypassed them. Consequently, the restaurant went of of business.

Bessemer Properties recovered the restaurant site. Dr. Blackburn, District Superintendent of the West Palm Beach District Southern Florida Conference of the Methodist Church, obtained an option on this property for a Church branch in Juno Beach. It had considerable frontage on the Lake. The Methodist Church projected the area to be one of growth among potential Church members. After Seminole Restaurant failed, this beautiful piece of property at the north end of Pelican Lake was acquired by the Church from Bessemer Properties.

In the Fall of 1958, Juno Beach had fewer than 75 registered voters, based on a survey made by the members of the First Methodist Church of West Palm Beach and the First Methodist Church of Riviera Beach. The Riviera Beach Church became sponsor of the Juno Beach Church and was most helpful in starting the new Church loaning books, a Bible, and organizing various Church groups. According to the Church historical record maintained by Elizabeth R. Hetherington: "It was a rainy day in Juno Beach on Sunday, January 25, 1959 when approximately 50 men, women, and children braved a downpour for services."[52] On May 10, 1959, the official record of charter membership was established. Charter members included many town property owners and former officials who had been instrumental in forming the Town.

The new Church signified a shift to residential growth in the Town. Relocation of the main highway contributed to this shift. Other changes lay ahead based upon factors outside the control of the Town. In 1958-59, Mayor Kagan negotiated Town acquisition of the water system built by Bessemer Properties and a grant of easement to the Town from Seminole Golf Club, both at no cost. The water system had been on Bessemer's books at $43,500. Its ability to meet residential demand was already in question.

Chapter 4
GROWTH AND ENVIRONMENTALISM

Growth was evident in 1960. The Town budget had doubled since 1958 from $14,000 to almost $28,000. Real estate valuation less homestead exemption stood at $3.1 millon, almost five times pre-incorporation levels. The Town was debt free. Construction began on a $350,000 Howard Johnson's Motor Lodge on U.S. Highway One at Donald Ross Road which was shown as the Town's connecting link to the U.S. Interstate Highway system. This chapter discusses growth, problems attendant upon it, and environmentalist responses to growth affecting the Town of Juno Beach.

In 1961, the former U.S. Highway One along the beach was designated A-1-A. In the same year, Juno Beach acquired its first town hall and meeting location through the efforts of Mayor Stanley Kagan. The municipal building was a former gas station built around 1949 on Ocean Drive south of Donald Ross Road. It was leased for $1 per year. The gas station was renovated with the pump portion enclosed and used for Commission meetings. Some of the meetings were volatile, perhaps because of proximity to the building's past use.

Juno Beach was then situated on approximately 250 acres of land having an average elevation of 30 feet, placing it above most other towns in the area. Its location near the Gulfstream tempered the climate making summer cooler and winter warmer. There were approximately 300 year-round residents, 1500 residents in tourist season, and around 100 houses. Although tourism remained the core of the Town's economy, year-round residents were increasing. Population had doubled since 1953. A majority of residents were retired but there recently had been an influx of Pratt-Whitney professionals that increased population.[1]

A notable landmark of this period was the Seminole Water Tower, more commonly known as the "Juno Ball." It stood 135 feet above ground and was thus taller than Jupiter Lighthouse serving as a marker to fishermen offshore. The diameter of the ball was 25'6". It belonged to Seminole Golf Club and had been built by the Chicago Bridge and Iron Company. In 1949 a hurricane had destroyed the conventional tub type installation shown as a tank in the 1929 aerial survey when Seminole Golf Club was under construction. The new 60,000 gallon capacity tank cost $25,000 in 1959 and could withstand 160-180 mph winds. It was a back-up for the Town's 7,500 gallon capacity storage tank that held water pumped from local wells. There was no sewage disposal plant. Septic tanks handled the job.[2]

In March 1962, flames spread through the brush in the area of Donald Ross Road and old A1A east to the ocean.[3]

Firemen from eight departments battled separate fires. A score or more persons were evacuated from homes and motels. Sheets of flame spread over a four square mile area added by wind gusts of up to forty-five mph. Traffic conditions were hampered by billowing black smoke. At one point the visibility hit zero on U.S. 1 forcing its closure to traffic north of Lake Park. The fire east of the Intracoastal Waterway threatened the entire Juno Beach area. A backfire contained the fire and Juno Beach failed to suffer the fate of Juno, obliterated by fire after the 1889 Courthouse had been moved.

It was a terrifying experience for the Buckwalter family as well as others in town. The fire came east across the coastal ridge and surrounded their property. The ocean presented the only escape from the flames. The fire went past them. Miraculously, the fire burned itself out with no harm to human life or material damage to property.[4]

The Tenth Anniversary Celebration of the Town's incorporation was held in September 1963 on a Saturday night at Mayor Kagan's Beachbound project around the pool and by the beach. The event was attended by about 300 persons. Dignitaries included State Representative Raymond Moudry, State Senator Ralph Blank, County Commissioners Lake Lytal and E.F. Van Kessel (a former Town Commissioner and owner of the Juno By The Sea Motel after Raymond LaThomus). Van Kessel was also the first Republican ever elected to the Palm Beach

County Commission. Near the end of the party, a number of persons dove into the swimming pool in their enthusiasm for the evening. It was noted that some dives were involuntary.

Hurricane Cleo struck the area with 80 mph winds in August 1964 (See Appendix 7). The Buckwalter family remembered the storm vididly. Ben Buckwalter recalled that Cleo literally moved the beach up on to his motel's grounds. The Buckwalters had sand up to the windowsills. Their motel roof was sandblasted and windows were pitted by the relatively dry storm. Fortunately, no one was injured. The storm aftermath left only property damage.

On November 10, 1964, a 110 acre parcel located south of the Town and west of U.S. Highway One was annexed into the Town under the efforts of Mayor Kagan (see Map p124). This parcel became the South Town planning area. To the north of this property lay the area which would become Juno Isles subdivision. A development group led by Roy E. George with backing from Bessemer Properties had acquired it from H.A. Ross. Canals were under construction with bridges planned for the unincorporated community. Quite separate and distinct but part of the entire site acquired by George and his group were four acres on the ocean next to the Seminole Golf Club that would become the Royal Homestead Condominium.[5]

In 1963, the legislature of the State of Florida enacted the first statutory provisions for condominiums.[6] This legislation provided a basic framework for the creation,

operation, and maintenance of condominiums. Prior to the Act, Florida had no condominium form of ownership at common law. One legal scholar has noted that perhaps no single change in the common law of real property has so profoundly affected development in the state.[7] The condominium form of ownership permits three dimensional horizontally stacked spaces or apartments to be declared from a two dimensional legal description. Square feet became cubic feet. This change occurred outside the town's control but would have great impact within the town.

Development in Juno Beach had shifted quietly from light commercial resort cottages, motels, and other tourist accommodations to single family residential subdivisions and houses prior to the Condominium Act. The original Bessemer Plat of Juno Beach, for example, contained large lots that were subsequently replatted into single family subdivisions such as Juno Heights in 1954 developed by Ann Mary Orr and Beachbound developed by Mayor Stanley Kagan from 1950-1960.

John Buchanan moved to Juno Beach in 1964. Known as "Buck" Buchanan, he had retired after 30 years in the U.S. Navy to settle in a small town. Buchanan had not been involved in Town politics until "I read the paper one day and there was an article which said the court down here had validated and approved a large (six figure number) of revenue bonds for improvement of the water system in Juno Beach....I was on City water and so were most of the houses around, not

all of them, but a lot of them.... As it turned out they went ahead and did sink another well and they built that big tank you see up there at the old water plant and, lo and behold, they ran a pipeline down around the lake and it wasn't long before Kagan started building the Greenbrier Apartments down there."[8] Buchanan owned a single family residence and became an opponent of condominium development.

Test wells proved successful nine months later. In April 1965, an ordinance passed providing for expansion and improvement of the water system. A $275,000 bond issue covered improvements in two stages to augment existing well supplies and avoid salt water intrusion. This provided water for development of new types of housing in Juno Beach. It also required the Town to borrow funds to pay for the water. In September 1965, the Town set a tax rate of 2.5 mills for a budget of $33,851. Millage had been 5.25 the previous year; however, the Town benefitted from the first use of 100% valuation by County assessors which increased over-all assessed valuation from $3.3 million to $6.8 million.

The first condominium was declared and built in Juno Beach in 1966.[9] The Greenbrier at the south end of Pelican Pond was declared a condominium from one of the last lot sales made by Bessemer Properties. Four platted lots had been sold for $75,000 according to Julian Fields of Bessemer Properties.[10] Two of these lots became the Greenbrier in 1966. The Seminole Condominium was built on the other two lots in

1968 after Juno Beach broke ground on its expanded water facilities in January 1967 including a 300,000 gallon water tank. In October of that year the distribution lines were extended to the north end of Town. In 1968, Juno Beach had the honor of the lowest published rates among all municipal water plants in Palm Beach County. Moreover, its tax millage had remained at 2.5 mills since 1965. Assessed valuation had now increased to almost $9 million. This permitted the millage rate to hold.

Condominiums brought new intensity of development to Juno Beach. Previously, only single family homes had been built. After the Condominium Act, apartments or residences could be completed with no limit except the Town's height and density limitations described by the zoning ordinance and the Town's capacity for water and sewer. Throughout the 1960s, the height limit remained at three stories or forty feet within the Town. During this period, the Barclay and Colony Condominiums followed construction of the Greenbrier and preceded the Seminole. These and other condominiums brought more residents with additional assessed valuation for the Town and increased pressures for municipal services. Single family residential development could proceed with private septic systems and wells. Condominiums, however, required at least small so-called "package plants" for their septic treatment. Each new condominium resident increased the demand for water and sewage disposal (see Map p136 and Appendices 3 and 3A).

A testimonial dinner was held for Mayor Stanley Kagan on his retirement in April 1969 and 150 guests attended. The Mayor declared a central sewage system to be the most urgent need of the Town. The newspaper account of the Mayor's future activities indicated that he would concentrate more on selling than building. Kagan said that he had moved to the area in 1949. He and his wife, Natalie, liked the place and bought 200 feet of beachfront property. Later, he bought another 800 feet. He subdivided the property and in 1950 started building houses ending up with fourteen. Mayor Kagan stated that he got his greatest personal satisfaction from the Town's new water system and his own part in creating condominium apartments representing an investment of over $3 million added to Town tax rolls.[11]

Kagan held the position of Mayor until 1969. He retired after serving as Mayor and Commissioner longer than any other person in the Town's history. Carol Gibbons filed for Kagan's vacated commission seat stating "When the men no longer can find the time to work for Juno Beach, then I think its time for the women to step in."[12]

In the early 1970s, development problems became dominant. A 1971 drought caused salt water intrusion into wells of the Town's small water system. Sea water entered the water table as fresh water was depleted during the dry spell. Seminole Golf Club irrigation requirements further depleted freshwater and added to salt water intrusion. Juno Isles' canals were

also part of the problem affecting the area water table. A controversy broke out over a sewage treatment plant to be built by a condominium developer in which the Town was to share capacity with the developer. Bitter feelings were stirred. The controversy lasted for several years and the plant eventually became part of the Town sewage disposal system.

Changing permitted density from single-family residential to multi-family condominium required more capacity for water and sewer. While wells provided adequate water until the drought, there was little capacity for sewage disposal. It was all septic tanks or package plants. According to "Buck" Buchanan:

> The Greenbrier had a package plant and all of those condos down there around the lake had what they called package plants where the sewage from the building went into this thing and was given some treatment, not tertiary; it was just short of that and then they ejected the water and then they cleaned the sludge out periodically. But what they were building up there along A1A to the north a package plant couldn't handle it, because the plans called for the 630 Condominium Juno-By-The-Sea, the Tower, the Manor, and the Surf, which they later built. There was a deal made for them to build a sewer plant across US 1, just across the road, Rolling Green Road, and it wasn't done according to Hoyle. It was falsified in the records that the town was building it and the Mayor at that time was signing documents that he, the owner, representing the Town of Juno Beach was building this sewer plant and I found out about it and looked into it to a great degree. I objected to it for one reason, it was right behind my house and so was everybody else up on the hill concerned with putting a sewer plant in back of our house. This doesn't do

good for the odor or for the value of your property.[13]

Buchanan's objections to condominiums now stemmed from more than their intensity of use. The proposed sewer plant was too close to his own back yard.

Carol Gibbons was a Town Commissioner at this time. She was interviewed with former Town Clerk Mary (Milne) Hansen on February 7, 1990. Their interviews recalled events as follows:

> Carol Gibbons: The property above the Bessemer properties on the ocean was always envisioned as the hotel area and now hotels were no longer popular and condos were the 'in' thing. So people would look at the property and, as Mary said, we had the setbacks, we did not have the beach setbacks in our code, but we had the side setbacks and as I said earlier, engineering was such that you couldn't go very high on the sand, and so people looked at the property and came to the town. [14]

> Carol Gibbons continued: Then the county started saying, 'Hey guys, Florida is becoming very popular. We gotta do something about water and sewage.' The town was small and it didn't have the funds so we said, 'We don't have water and sewage for you.' The county said they couldn't put package plants on. They had package plants on the ones down at the south end of Pelican Lake and then the county said; 'No more package plants. We're looking at some vacant land here. You're going to have to do something about a sewage system.' That's when things really got hot and heavy.

> Carol Gibbons: We had someone that owned property. Mr. Ernest Calcagni originally owned Surf Cottages and then he bought where the five-story is (630 Ocean Drive, Juno-By-the-Sea). He didn't own that in the beginning, he just bought Surf Cottages to begin with. He ran Surf Cottages (he had

someone run it) and he paid his taxes and his occupational license and the town collected the taxes on his land and now he decided he wanted to develop that land. So, the town said, 'You know the county said we've got to have sewer.' We didn't have sewer. We had water, not a whole lot, but we did have a water system which was given to the town by Bessemer Properties and the town had historically developed its facilities.

Mary (Milne) Hansen added: That water system only went through the Bessemer Plat of Juno, down there. That was the original water system that Bessemer deeded to the town and then it went around the lake and supplied.... no, it didn't go over there. It was only those three streets, at that time.

Carol Gibbons: Bessemer gave it to the town and the town was glad to get it.

Mary (Milne) Hansen: That was in 1960.

Carol Gibbons: They expanded it, but now sewer requirements came along and we said, 'Sorry guys, we don't have any sewage.' By this time I was sitting on the commission and Mr. Calcagni said, 'Well I'll build you a sewer plant.' We said, 'We don't want any privately owned sewer plants.' We saw the problems that North Palm Beach was having and Lake Park where Mr. MacArthur was building sewer plants and he was running them and setting his own rates, etc. So Mr. Calcagni said, 'I'll build the sewer plant and give it to the town.' (Remember that marvelous meeting while I was up north). Larry Ettari was the mayor and Tommy Thompson was the vice-mayor and they were in negotiations with Calcagni (Oceanview Enterprises, I think it was called) and Calcagni said, 'Well, I'll build the sewer plant that I need and I'll give it to the town and you can run it and make sure that everything is done.' But the people of the town were saying, 'But we don't want a condominium; we don't want a sewer plant; we don't want our ocean view spoiled.'

Carol Gibbons continued: I was going on vacation and I said to Mary and to the commission, 'I am going to be out of town for

this period of time (I think it was about 10 days) and the one thing that I ask is that you do not hold a meeting while I am gone and vote on it. I am giving you plenty of time. I'm asking for a ten-day time period that you will not have a meeting and vote on this without my being here.' So, they said alright. Calcagni flew into town and they wanted to have a meeting and Mary said to the mayor and vice-mayor, 'Do you know what Carol's going to do if you have a meeting and vote on this when she's not here. She is going to scream bloody murder. You owe her that - you promised you would not have the meeting.' So they called me up in Illinois. This was back in the days when you just didn't call - it wasn't ninety cents to call Chicago and they were going to have the meeting and they said, 'Carol, Mr. Calcagni is in town; we've got to make this decision.' And I said, 'You guys promised me.' I was furious and they said, 'What do you want?' What would you say if you were here?' And I said, 'I don't think they should just give us the sewer plant. They are just giving us their.... (you know what) to dispose of.' I said, 'They ought to give the town something.' And they said, 'What do you want?' I said, 'I want excess capacity. They have to build that sewer plant bigger than just for themselves. They've got to build it big enough so that we have something extra for the town.' So they laughed at me and said that will never go. I said, 'That's what I want and if you have that meeting without giving me a chance to speak, there will be hell to pay.' They got off the phone and called Mary (she told me later), called the meeting to order and so Mr. Calcagni said, 'I'm willing to build a sewer plant; I'm willing to deed it to the town; I'm willing to do this and do that.' And they said, 'Well we have run into a little problem. We've got this commissioner that's not here and this is what she wants.' They kind of snickered. So Calcagni said, 'That's asking an awful lot.' And they said, 'Well you know, she'll barnstorm against it.' So he said, 'Alright I'll give it to you.' And so he agreed to give the sewer plant and excess capacity that I had envisioned to be used for the existing residents. Now you know we kind of thought we'd be a hero but we got crucified because

> they didn't care what we were getting. They didn't want a building and of course, the town in hindsight was very lax. We sat back and we said, 'Well we don't have sewers to give them, we don't have a whole lot of water to give them, construction is such that it's pretty expensive to build on the beach, and we don't have to worry about it and we did: we had someone who called our bluff and now you have a man who owned a piece of property, who had paid taxes on this property all these years and now he wanted to develop it within the rules and regulations of the town and to do it, he was willing to give the town a sewer plant with 25% of its capacity.
>
> Mary (Milne) Hansen recalled the situation similarly:
>
> There was no other way they could do it. As long as I can remember, they wanted to build that sewer plant next to the town hall on the north side, where the parking lot is, but then that would only be big enough to accommodate buildings which they had envisioned there....so they went west across U.S. Highway One to Rolling Green Road." [15]

Carol Gibbons and her family owned a motel. Mary Hansen had worked for Mayor Kagan and the Town since 1959. Their views reflected their positions and interests as did John Buchanan's.

Following completion of this plant, major new condominiums were developed utilizing its waste treatment capacity. Among the new high rise developments were various Juno-By-The-Sea condominiums developed by Ocean View Enterprises: Juno-By-The-Sea, 1971; the Tower,1973; the Surf, 1974; and the Manor, in 1975. (See Appendix 3A). After Juno-By-The-Sea, these condominiums were built close to the Atlantic on the dune and to a height of twelve stories. Their foundations were built on the Anastasia Formation. In 1975 the Brigadoon was also developed at a height of twelve

stories. This was the most intense level of development density until the early 1980s when Horizon and Juno Ocean Club condominiums were constructed at twelve story height.

A new organization of citizens arose, the Juno Beach Civic Association. The Association was founded by residents Buck and Margaret Buchanan and Thomas and Marian Taylor in June 1973, as an outgrowth of the Greater Juno Civic Association started the year before. Thomas Taylor was the first President. The group started with approximately 250 members and has roughly the same number on its rolls today. The initial impetus for the Association was general concern about the Town's rapid growth with particular issues including the sewer plant built by condominium developer, Ocean View Enterprises.

The Association represented residents in opposition to developers building high-rise condominiums. Residents succeeded in pressing Town Commissioners into acquiring the sewer plant with about forty percent of the capacity reserved for the Town and the balance to Ocean View Enterprises. The office of the State Attorney investigated the matter and presented it to a grand jury, but no indictment followed.

Single-family residents in Juno Beach were unable to stem the forces of population growth in Florida. Population created a market for condominiums under conditions where the pioneer motel owners had zoned the oceanfront to allow for high-rise hotels to replace their tourist facilities. For

purposes of zoning, hotels were similar to multi-family residential zoning. State law prohibited discriminatory municipal regulation of condominiums as multi-family zoning. The first zoning ordinance had fateful consequences. Developers bought land from motel owners to build condominiums for the new population. Town officials and residents joined in the development except for those residents who opposed it.

The Town Charter was revised and approved by referendum in 1974. The vote was 99 for and 18 against the new Charter that provided for larger territorial boundaries and, importantly, initiative and referendum provisions. The Municipal Court had been abolished and its jurisdiction transferred to County Court. Taxation provisions were substantially affected by the County's assumption of tax assessment and collection functions. Property ownership was no longer a requirement to be an elector or commissioner. Voter registration and residence were the sole requirements.[16] The 1974 Charter updated the organic law of the municipality formed in 1953 in response to citizen concerns connected with water, sewage disposal, population growth, and development decisions by the Town.

The Florida Legislature enacted the Local Government Comprehensive Planning and Land Development Regulation Act in 1975.[17] It was the intent of the Act for all towns and cities to develop comprehensive plans. Juno Beach developed a Comprehensive Master Plan pursuant to the Act. The initial

Plan showed seasonal population changes from 850 in summer to 1700 in winter. Population was projected at 5,300 by 1990. There were 143 single family, 9 duplex, 112 trailer, and 596 multiple family residential units. Only 5.5 acres were commercial, representing 2.9% of the developed land area and 1.1% of total land area. Tourist facilities comprised 22 acres representing 11.8% of developed area and 4.3% of the total land of 520.67 acres in November 1974. The goals of the Town were set forth as residential development with limited commercial and no industrial development.[18] The goals had changed considerably since incorporation in 1953.

Juno Beach acquired ownership of its Town Hall in 1974 after having leased it since 1961 at $1 per year under an agreement negotiated by Mayor Kagan. Mayor John Casey told the Commission that the developer of Juno-By-The-Sea Condominium had offered to buy the former gas station from Standard Oil for $65,000 and sell it to the Town for $35,000 in order to prevent some other "undesirable" business at the site of Town Hall near Juno-By-The-Sea condominium.[19]

In 1977, after 18 years of service, Mary Milne Hansen retired as Town Clerk of Juno Beach. She had succeeded Boyd Borton the first Town Clerk in 1959. Hansen received praise for her composure during the contentious period of growth in the previous decade. As her last official act, Hansen swore in Gail Nelson as her successor. "Gail keep your cool," Mary

said, as she left the commission table and Nelson moved to take the Town Clerk's seat.[20]

In July of 1977, Wally and Penny Sheltz and their children came to the beach by the fishing pier for a Fourth of July picnic from their residence in North Palm Beach. "It took us about two hours to decide to buy the pier," Penny said." We came down to the beach here on the Fourth of July with the kids and we just sat there and fell in love with it."[21] The Sheltz family purchased the pier from Chuck Spalding and the story of their acquisition indicated it would be a family project with Penny's parents, Joe and Evelyn Poole, moving up from Miami to manage the pier. Les Free, an octogenarian snook fisherman of local legend, continued to open the pier each morning (see Map pp38 and 124).

Juno Beach Park was completed by Palm Beach County in 1977. It is a park of 15 acres located between U.S. 1 and A1A at the north end of Juno Beach. It is adjacent to the former location of James Watson's trailer court and south of the Marcinski homestead, on the Atlantic Ocean. The Park contained parking spaces for 325 cars.

The Town celebrated its 25th Anniversary in 1978. Mayor Kagan had died on September 7, 1975. His passing had been widely noted and at the 25th anniversary celebration the park at the south end of Pelican Pond was dedicated in his name. The Anniversary celebration was highlighted by a picnic at

Kagan Park. Town residents freely contributed to a dunk tank involving Town officials.

Problems of adequate water and sewage disposal continued until the Town signed agreements in December 1979, to send sewage to the Loxahatchee River Environmental Control District System and, in the following year, to buy water from the Jupiter water system. These changes were part of the five year comprehensive planning process required under the Local Government Comprehensive Planning Act of 1975. Local government was being regulated by the Florida legislature in response to a state population gain of nearly two million people in the 1960s and another three million in the 1970s.[22]

Juno Beach itself had grown dramatically during the same period. The 1979 Comprehensive Plan and Amendments estimated local population at 1330, a tenfold increase from 1953, with a projection of 7500 by 1990. The projection was based in part on a 1978 plan for 190 acres owned by Juno Associates and approved for 1950 units including 1200 condominium high rise apartments on 42 acres between A-1-A and U.S. 1 north of Donald Ross Road. The Juno Associates project itself could quadruple the population of the Town if built.

Proposed annexation area of the Town extended from the Atlantic to the Intracoastal. This was consistent with the intent of the Town's founders. According to Town Planner Thomas F. Kelsey, the Comprehensive Plan brought under control the activity of developers seeking to project even higher

levels of density in condominium projects along the ocean.[23] While it was now clear what type of development could occur and where, the vision for the future remained inchoate. The Comprehensive Planning Act made municipal government more expensive to operate by imposing requirements non-existent when the Town was founded in 1953. However, planning was seen as necessary by the State Legislature in order to prevent problems arising from its own past efforts to control nature or ignore natural limits to growth. The State legislators did not have to raise revenues to pay for the unfunded mandates imposed on municipalities in Florida.

Juno Beach began another decade of unparalleled growth in 1980. The Town could neither foresee nor control all of the forces of growth that affected it; however, the Town sought to manage these forces better under new state planning requirements. This was not always possible because some forces continued to lie outside of the Town's control. Fortunately, environmentalists were chief among them.

As the decade opened, Palm Beach County began to acquire park land in the north county area, purchasing eighteen acres for Loggerhead Park in Juno Beach in late 1979 and early 1980. The land included the old Juno By The Sea Motel built by James Watson. The motel had been owned by Mayor Raymond LaThomus, and, later, by resident County Commissioner Ebert Van Kessel. The park land also included the Erikson property. The land had beautiful coastal ridge elevation with ocean views and

beachfront that had drawn the pioneers to Juno Beach. The County was one of the outside forces that both stimulated and restricted growth in the Town.

The Waterford life-care facility was a significant addition to the Town in the decade of the eighties. Construction of the 307 unit twelve story highrise life-care development began in late 1980 on 15 acres in the south part of Town on land annexed in 1964.[24] The retirement complex included three-story apartment buildings and one-story villas in addition to a health center. Total cost was approximately $30 million. This modern facility provided excellent housing and health care opportunities for senior citizens. Many of its residents came from Juno Beach and simply moved from oceanfront housing within Town to west of U.S. Highway One across from the Seminole Golf Club.

Florida Power & Light Company, the giant southeast Florida utility, moved some of its headquarters' functions from Miami into the Juno Beach area in 1982. FPL developed a large parcel of land across Universe Boulevard from the Waterford on part of the same 110 acre parcel of land annexed in 1964 by the Town. At a March 9, 1982 luncheon at the Breakers Hotel in Palm Beach, Marshall McDonald, the company's chairman and chief executive officer, was introduced to a small group of business leaders as their new neighbor.[25] While FPL spokesmen denied rumors that the giant electric utility was moving from Miami, approximately 450 of over 2,000

administrative and management positions came to Juno Beach. Interestingly, the physical location of Juno Beach within FPL's service area had a significant effect on choice of site. Juno Beach was more centrally located to the company's primary construction areas and more convenient than the west Miami FPL headquarters.[26]

Just as Juno had become a transportation and political junction point because of its location in the last decade of the nineteenth century, so Juno Beach had become a central location for FPL in the next to last decade of the twentieth century. The administration of electrical power for southeast Florida in an area larger than the former "Great State of Dade" was moving to Juno Beach. FPL chose Juno Beach as a central site in the 1980s just as Dade County voters had chosen Juno in the 1880s.

The FPL site adjoined Juno Isles, a subdivision of approximately 340 houses built beginning in 1967 and located immediately north of the FPL site in an unincorporated area. The Juno Isles Homeowner Association discussed possible annexation into Juno Beach in the summer of 1982.[27] These discussions were quite similar to those held from 1948 to 1953 by the Juno Beach Association regarding the benefits and burdens of municipal incorporation. An important difference between the Juno Isles and Juno Beach Associations, however, lay in the focus of the two groups. Juno Isles discussed annexation, among other reasons, in order to prevent

development decisions such as the FPL heliport and office sites. Juno Beach had sought incorporation in order to permit identification of its commercial interests. The positive needs of Juno Beach motel owners overrode the negative of municipal taxation. It was not so with Juno Isles residents. The failure to achieve a basis for annexation between Juno Beach and Juno Isles would thwart the growth of Juno Beach later in the decade.

The Fruehauf family completed a small castle along Ocean Drive in 1980. Charles and Barbara Fruehauf moved from Chicago to Juno Beach in 1970 leaving the chill of the Great Lakes winter behind. Fruehauf was a building contractor. Building the castle was a family affair with father and four sons constructing their residence over a two year period. The unique structure with a castle motif has seven levels with battlement and crenelled roof line.[28] The Fruehauf castle reflected changes since pioneers such as the Pierce family who built with palmetto thatch and lumber salvaged from the beach in the 1870s after moving to Florida from Chicago a century before the Fruehauf family.

In 1981 William Kollmer was elected Mayor. At age 32, he was the youngest Mayor in the history of the Town.[29] He had previously served on volunteer boards before running for Commissioner in 1980. In 1981 Charles Burns joined Mayor Kollmer on the commission. At age 27, Burns was the youngest Commissioner and first native son to serve in that capacity.

During this time, Juno Beach began to revise its land use plan and code of ordinances in response to statutory requirements including a need for reformulation of its community character.[30] A proposed time-share development precipitated discussion.[31] Community character was seen as based upon a residential seaside community. This character was deemed incompatible with the advent of the time-share form of ownership created under the Florida Real Estate Time-Sharing Act of 1981. Just as the condominium form of ownership had increased the intensity of real estate development possible in 1963, now the time-share form of ownership further increased possible development. Under condominium ownership, square feet became cubic feet; under time share regimes, cubic feet could be subdivided further into intervals of time, encouraging transient use of property.

Time-shares were not as well received as condominiums had been in the 1960s. The difference in the 1980s was a Town Commission determined to prevent the change in development intensity and lack of acceptance in the market place for time-share ownership. A legal dispute over Ocean's Edge, the first time-share project, was settled in 1983 after two and one-half years of litigation.[32] The settlement permitted time-share sales as required by state legislation but under restrictive conditions. It was a pyrrhic victory for the owner of Ocean's Edge because market conditions had by-passed the project. Ocean's Edge failed financially. Unlike condominiums, the

time-share form of ownership failed to gain market acceptance. The Town was spared another transformation of character reverting from residential condominiums to transient tourist use of multi-family time-share structures much more intensive than the family motels and tourist courts which settled the area five decades before.

Juno Isles and the Town continued to discuss the feasibility of annexation. This discussion was widely reported in 1983. Because they could not tax to finance local improvements and did not have political clout, residents of Juno Isles considered annexation into Juno Beach, the community's civic association decided on February 17, 1983. Juno Isles was adjacent to Juno Beach between U.S. 1 and the Intracoastal Waterway. The three hundred plus (300+) house community had no way to pay for a dam structure needed along the waterway and no authority to raise money to clean its freshwater canals.

If Juno Isles were to become part of a nearby town or to form its own municipal service taxing unit (MSTU), it would have power to collect money to pay for those and other projects. The only current organization in the area was the Juno Isles Civic Association, a voluntary-membership group with $25 annual dues that had met resistance collecting the $700 needed quarterly for canal cleanup, although approximately 100 lots fronted on the waterway.

At the annual open meeting of the association, residents and board members discussed annexation and other options and noted they would have a large voting block if they joined a town the size of Juno Beach, that had approximately 1,200 residents.

Board member Bill Halpen said that the association would assume an active role in the near future. Halpen thought Juno Isles would probably go back to the towns in their area and see if they could sit down with their commissioners or council members regarding annexation.

Halpen presented an annexation study to an audience that packed two bays of the Juno Fire Control District Three station. Leading the list of annexation benefits was the ability to repair a dangerously deteriorated dam structure separating freshwater canals from the salt water Intracoastal. Ken Nash, a structural engineer hired by the association to study the 20-year old dam, recommended replacing the dam, parts of a boat lift used to hoist boats from canal to the Intracoastal, and a wooden walkway. Steel pilings that were 1/2 inch thick when the dam was built were now 1/8 inch thick and the north end of the 84-foot wall was leaning seriously. Nash thought the dam unsafe. Although no firm estimates had been developed, the replacement could cost between $50,000 and $100,000, according to association president Bob Tummillo.

The community attempted to find a way to make Palm Beach County pay for the replacement, said board member and attorney

George Harris. The county owned the freshwater canals inside the community but would not take responsibility for repair of the structure according to Harris. There was no money in the county budget for the work. Harris said the community could bring a lawsuit against the county to rebuild the dam because no legal means existed to assess property owners for the work.

Annexation could provide that taxing vehicle but involved a lengthy process. Another method, suggested by Peggy Evatt, county commissioner for the district, was formation of an MSTU. The special taxing district could be structured to pay for repairs, freshwater cleanup, and other needs. The MSTU required approval by the state Legislature and that also involve a lengthy procedure.

Municipal organization was on a list of benefits Juno Isles would realize if it was annexed according to Halpen. In addition to joining an existing government, the residents would benefit from code enforcement boards, planning and zoning, and administrative capability in the town. The residents could have a greater voice in issues that affected them. There were approximately 600 voters in the waterfront community.

Police protection for Juno Isles was provided by the Sheriff's Office, Halpen said, and claimed there was a 25-minute response time. The Juno Beach police department was much closer. It had a better response time because of its proximity to Juno Isles.

Juno Isles resident Bob Memmen said that he did not think the Town would be interested in annexing the community noting the dam, canal problems, and future road repairs as drawbacks. In addition, Memmen thought that the community's residents generally were younger than those in Juno Beach. Memmen also thought there could be fears that Juno Isles residents would take over the municipality.

Juno Beach Mayor William Kollmer said he would be interested in talking to representatives of the civic association, although there were drawbacks to the annexation. Assuring that roads meet municipal standards could be a major issue. The condition of the dam could also be a major stumbling block according to Kollmer.

Kollmer saw the mix of age groups as an advantage expanding the cross- section of residents. Kollmer thought annexation would provide a larger pool to draw from for advisory boards. The idea of annexation was not new. A few years before, Juno Beach Commissioner Harry Gragg proposed that Juno Isles be annexed, but the proposal got nowhere.[33] The question of the annexation of Juno Isles into Juno Beach would continue to present vexing problems for both the subdivision and the Town throughout the decade of 1980-1990. The growth had already occurred. Now it was a question of governance.

The Juno Beach Fishing Pier built by Bessemer Properties in 1949-50 was featured in a 1982 article in the Florida

Sportsman that discussed the pier's current owners Wally and Penny Sheltz and some of the pier's history.

It was the only pier between Cape Canaveral and Lake Worth. Hordes of bottom fish were attracted to the pilings, while schools of bluefish, mackerel, and pompano made seasonal forays into the sloughs that run by and under the pier.

Built in 1950, Juno Pier's concrete-and-steel-based pilings had withstood every onslaught of ocean storm that regularly damaged newer but not so well-built piers. In November 1981, extreme high tides, easterly winds, and large swells from an offshore storm damaged the recently rebuilt Lake Worth Pier. The Juno Pier never even quivered. Again on March 29, 1982, a vicious storm ripped the 'T' off the Lake Worth Pier and closed the one at Pompano Beach. Juno Pier was open for business as usual for anyone who wanted to brave the weather. Those who did brave weather caught the biggest bluefish of the season, up to 20 pounds.

Fishing was good all year but summer was the season. Kids dropped off by grateful parents, regulars from the neighborhood, and groups from area condominiums lined the pier rail. Most of them pursued bottom fish such as whiting, croaker, sand perch, sheepshead, spot pinfish, and several varieties of snapper. Bait, sometimes scarce in the winter, was in good supply during the summer. Bottom fishermen used mainly cut live shrimp. Those seeking snook, jack, barracuda, and other larger fish used the greenies and menhaden that the

pier owner netted each morning and sold live. These baits were also available to the general public. Anglers from Palm Beach and Jupiter often came in trucks, with barrels rigged with aerators, ready to take the baits away and use them offshore for snook or kingfish.

For those who wanted to try for something a little more sporting than bottom fish, snook fishing peaked in late June and July. Those months were closed to snooking in 1982, but fishing could be good in late summer and fall. Early morning and evening were the best times to try for the linesides with feathers or live baits-shrimp, greenies, menhaden, or pinfish. Anyone who wanted to land a snook from the pier was warned that the snook was a smart, tough fighter that liked to head for cover. With one wrap around a piling, the fisherman could lose the fish he worked so hard to hook. Heavy tackle was necessary to head off a dive under the pier.

In the summer, other hefty gamefish regularly visited the inshore waters and could be caught from the Juno Pier. Barracuda were often observed lying in the shadows. Bonito (false albacore or little tunny) were taken regularly, and monstrous jack crevalle came through on occasion. Several times a year a permit were caught with cobia. Cobia usually accompanied a large ray.

The Juno Pier was known for big game. Shark fishing banned at many ocean piers, was allowed at Juno, and sharks up to 500 pounds were regularly landed. Landing a shark from the

pier required very heavy tackle and brute strength. The Florida Sportsman article provided interesting commentary on the spirit of the pier owner and on the variety of marine life teeming near the Juno Beach shoreline. The pier was over thirty years old.[34]

A controversy arose over the physical condition of the Juno Beach fishing pier during the summer of 1984.[35] The pier had deteriorated from salt water corrosion of the supporting pilings. Wally and Penny Sheltz, the owners, argued that it was not unsafe and could be repaired by shoring concrete and steel pilings with timbers. Palm Beach County inspectors certified otherwise. The Town Commissioners expressed both concern for the landmark and for public safety but were unwilling to permit repairs except as approved by the County. The dispute festered into the autumn as many fishermen fought alongside the owners to find a way to save the pier.

A northeastern storm surged during November 1984. Twelve to nineteen feet seas struck the coast and settled the matter by partially demolishing the venerable landmark.[36] Subsequent efforts by the owners to save the pier proved unsuccessful. Economic forces as powerful as the nor'easter could not be overcome. The Town considered purchasing the pier for $95,000 but the owners had paid $250,000 and were unwilling to sell to the Town for less. Public opinion in the Town concerning acquisition of the pier was divided.

The pier owners privately arranged to sell it to a developer who proposed to build townhouses on the land. In exchange for the pier, the owners received a new townhouse from the developer in a nearby development. In January 1986, the fishing pier building was burned to clear the site and subsequently replaced in 1987 by three expensive oceanfront townhouses.[37] The passing of the pier was mourned from Cape Canaveral to Lake Worth. Natural and economic forces in the decade 1980-90 were such that a beloved fishing pier privately constructed and financed by Bessemer Properties in 1949-1950 could no longer sustain itself in the face of a nor'easter and rising land values four decades later.

Throughout the 1980s, development continued along the Juno Beach shore, U.S. Highway One corridor, and the western part of South Town. Development followed the national recession of 1982 and the commercial construction boomlet of the mid-eighties. This development stemmed in part from commercial loans more easily available from newly chartered and deregulated banks and savings and loan institutions. Public water became available from Jupiter in 1982 and sewer from the Loxahatchee Environmental Control District (ENCON) in 1983. The water capacity and sewage disposal limits of the previous decade no longer presented significant constraints to residential or commercial development. Howard Johnson's motel *annexed into the Town in 1983 in order to expand its motel units and receive access to Town utilities.*

In November 1984, the Juno Beach United Methodist Church celebrated the 25th anniversary of its official dedication. The commemoration was held at its location in the former Seminole Restaurant. In the early 1960s the Trading Post diagonally across Celestial Way and Pier Road (Mercury Road) was purchased by the Church to be used for educational facilities. The Trading Post was sold when the sanctuary known as Fellowship Chapel was added in 1965. Reverend Clark S. Reed was the first pastor and stayed from 1959 to 1965, shortly before the Fellowship Chapel was dedicated. Reverend Douglas Zipperer, the current pastor, presided over the 25th anniversary ceremony in 1984.[38]

Florida Power & Light Company received the unanimous approval of town commissioners on September 18, 1984 for a $95 million office expansion. The four-petal pawpaw (an endangered plant species) had been FPL's stumbling block previously with the Treasure Coast Regional Planning Council. Although FPL resolved this problem, a five-story building planned for completion by mid-1986 upset residents of Juno Isles and Pleasant Ridge in the unincorporated area of the county. Environmental concerns had slowed expansion plans before. Potential traffic increase was now a source of concern to the subdivisions north and south of the project.

Dick Lecuyer, a board member of the Juno Isles Civic Association representing 330 homes, spoke about increased traffic in his neighborhood with the arrival of four hundred

employees at FPL. He worried about traffic when there would be 3,400 working at FPL. Other residents of the subdivision expressed similar concern. Two three-story buildings already had been built. FPL executive Gary Forney said the expansion on the 58.5 acres would be used for employee training, construction-related business and for backup administrative offices.

By the year 2001, 996,000 square feet of office space would be complete. FPL redrew its plans to save the 60 endangered pawpaws and satisfy the Treasure Coast Regional Planning Council. About 30 people from the two single-family housing developments of Juno Isles and Pleasant Ridge turned out to urge the town council to limit the height of the FPL building to three stories. Town planner Tom Kelsey said that lower buildings would mean they would have to be built closer to nearby homes.

Pleasant Ridge resident Tony Soviero urged the commission to postpone action until representatives of the two housing developments could attempt a compromise with FPL and the Town. Mayor Bill Kollmer said that council members and the Town's Planning and Zoning Board had wrestled with the project for 16 months. The Council also unanimously approved the site plan for the next 200,000-square-foot building. Construction was scheduled to begin in 1985.[39] The FPL expansion continued to affect the South Town planning area of Juno Beach and the

Town's relationship with surrounding subdivisions of Juno Isles and Pleasant Ridge.

In 1985, voters approved a revised Town Charter by referendum. It was the third charter since the founding of Juno Beach. The Town Commission became the Town Council. Commissioners were now Council members. The Charter of 1974 had provided for a Town Manager form of administration but had not implemented it. By a vote of three hundred nine (309) to one hundred sixty-two (162), the voters established a mandatory Town Council/Town Manager form of government that took effect on October 1, 1985. Gail Nelson became the first Town Manager after having served eight years as Town Clerk. Previously, individual commissioners had designated management responsibilities. Gail Nelson was now required by the 1985 Charter to report to the Council members who sat as publicly elected directors of the municipal corporation of the Town. The manager's function was administrative. The council's role was legislative. The mayor was elected from among the council members. The referendum was based upon 471 votes, approximately 35 percent of the Town's 1,337 registered voters.[40]

In January 1986, the Town took the first step toward buying the property at the head of Pelican Lake from the Methodist Church. It was anticipated that the Town would outgrow its existing Town Hall in five years and the church congregation would be too big for the church in ten years.[41]

In February 1986, the Town offered to buy the 1.8 acre property from the Church for $900,000.[42] In March, the Church accepted. Newspaper editorial comment was approving:

> The north section of the building once was the Seminole Restaurant, one of several businesses built in the then-remote community after World War II. In the early 1950s, the restaurant was one of the sites where community leaders met to discuss the possibility of incorporating as a town - a step which was taken in 1953. The Methodist church was established in 1959, and took over the old restaurant, later adding on to the building. Thus, it would be fitting for the town's government to occupy a site which long has been part of Juno Beach's history.[43]

Significant commercial development occurred in the 1980s on undeveloped land along the U.S. Highway One corridor. Additional offices and retail centers were developed at Seminole Plaza, Seminole Point, Loggerhead Plaza, The Ambassador S & L Building (now the FPL Credit Union), and Plaza La Mer Shopping Center (See Appendix 4). The latter shopping center at the northwest quadrant of U.S. Highway One and Donald Ross Road was a major commercial shopping center of 124,000 square feet with anchor tenants. It later developed financial problems as did some of the other commercial projects built on easily available financing in the 1980s.

The Town remained predominantly residential in character, commercial development notwithstanding. Less than 10 percent of land use was designated commercial. Importantly, however, commercial properties provided approximately 25-30 percent of the Town's real property tax revenues with FPL alone providing

about 10 percent of such revenues. Commercial tax base supported services demanded by residential development.

Loggerhead Park opened formally in 1987. The 18 acre County park was located north of Donald Ross Road between U.S. Highway One and A-1-A.[44] The Marinelife Center was a local feature of the Park. The Marinelife Center was the successor to the Children's Museum of Juno Beach developed by Eleanor Fletcher. Fletcher is better known as the "Turtle Lady" of Juno Beach. The Children's Museum began in her house in the 1970s then moved to other space made available to her. It was a museum comprised largely of items collected by her along the shores of Juno Beach. This was a tradition which went back to pioneer days but was now followed for ecological purposes. Her efforts greatly enriched the Community and its awareness of marine life in the area. Later acquisitions of the Museum have included shell collections and other specimens donated to the Center through the efforts of Fletcher and volunteers inspired by her. Currently, the Marinelife Center is governed by a private board of trustees under non-profit corporate charter.

Turtles have come to the Juno Beach shore for thousands of years. Each summer between May and September, Loggerhead, Green, and Leatherback turtles nest on the beaches. Each year the tiny hatchlings return to the Atlantic in the Fall. The Marinelife Center maintains records of the nesting season and provides care for injured turtles. The Center helps educate

the public regarding this natural phenomenon that precedes human history and continues to survive it.

The Town continued to weigh options for the town center site. Juno Beach officials had been given four options by an architect on what they could do with their new acreage that included a church building and other facilities. Choices included complete renovation of the existing building, minor changes now with more later, razing the old structure and constructing a new one, or remaining in the current Town Hall while saving money for a new building.

The present inadequate quarters might have seemed spacious to early town leaders in the 1950s. When the Town of approximately 100 people was incorporated in June 1953, the first meeting of the then Town Commission was held at the home of the mayor, J. Raymond LaThomus. The office of the town clerk, Boyd Borton, was at the office of the Borton motel, El Carib, on Celestial Way. It was obvious to commissioners that a regular meeting place was needed. The building at the three year old Juno Beach Fishing Pier was chosen. The first meeting scheduled for that location in July 1953, was moved when it was realized that the meeting room also contained the public toilets.

The second choice with a bit more dignity, was the Trading Post restaurant then located at the south corner of Celestial Way and Mercury Circle. Mary Milne, who later became the town clerk and served in that post for 18 years,

initially worked at a table in the restaurant. That site, too, presented a problem. The establishment had been closed and there was no ventilation before the widespread use of air conditioning. Once, the town officials met outside on the sidwalk. Another time, they met around a private swimming pool. Finally, the wandering commission settled in the dining room of the Trade Winds Beach Hotel, a little farther north on then-U.S. 1 (now Ocean Drive) along the ocean.

In 1961, Juno Beach got its first "real" town hall. Actually, it was a former Standard Oil gas station along Ocean Drive just south of Donald Ross Road, a place where tourists could fill up on their trek from the North. The twelve-year-old building was renovated, with the front portion, between the old station and the gas pump island, enclosed for commission meetings. Gas pumps used to stand on the shelf behind that Town Council table.

The Town bought the building in June 1974, but as the municipal staff grew, it became apparent that more space would be needed. The police department moved out of a cubbyhole in the back of the Town Hall and into a cubbyhole-and-a-half at a former motel just up the road. It was the only police department around with a swimming pool on the premises. That ex-motel, the Juno By The Sea (originally designed and owned by LaThomus) is now used by the Marinelife Center at Loggerhead Park.

After a few years, the old gas station bays at the Town Hall were enclosed and the police were moved into those quarters. For at least fifteen years, it had been apparent to town officials that the existing Town Hall was inadequate. Various proposals for a new facility had been made, including a site at a shopping/office center at U.S. 1.

Editorial comment concluded that plans for a new town hall site were appropriate:

> Now, it appears Juno Beach is near the end of the line. Ironically, the Pelican Lake site is just across the street from the old Trading Post and a short walk from where the pier used to be. And even more coincidental-some early meetings of community leaders, to discuss municipal incorporation, were held at the Seminole Restaurant, which later became the north end of the Methodist church. Quite literally, the town is going full circle. But this time, it's coming around in style.[45]

As the Town planned its move, Oceanview United Methodist Church broke ground November 29, 1987 for its new facilities on a coastal ridge site. The church would remain in Juno Beach where it had been formed.[46]

In December 1987, Interstate Highway 95 was opened from Ft. Pierce to Palm Beach Gardens. This completed the so-called "missing link" in I-95 from Maine to Florida. It also made the interstate exit connection from Donald Ross Road interchange to Juno Beach. This important connection had been earlier noted by James Watson when the Howard Johnson Motel was built in the late 1950s. The interstate connection further opened a small town to the national highway system.[47]

Shoreline along Juno Beach provided continued opportunity for significant residential projects during the decade 1980-1990. Most interesting was the shift from high-density condominium development to low-density residential projects. At 700 Ocean Drive, the owner down-zoned beachfront land from one hundred six condominium units and twelve stories to ten single family residences and two stories. This shift from condominium, like the trend two decades earlier toward condominium, was market driven. Of course, the shift toward lower density and greater assessed value was easier to accept politically. The Town Council readily approved it.

The Town soon had single family oceanfront residences on its tax roll at values in excess of one million dollars. This historical event occurred in the last years of the 1980s. It was only seventy years since the Marcinski family came to the area as pioneers and acquired eighty acres on the ocean for free with only the sweat and tears of homesteaders. The Marcinskis were followed by the Eriksons and tourist facility owners. By the late 1980s, oceanfront lots less than 1/3 of an acre began selling for twice the amount paid by Bessemer Properties in 1946 for the entire Plat of Juno Beach with 4000 feet of oceanfront. The increase in assessed value for the Town was remarkable during the decade.

Forces of development in the 1980s were opposed by environmental advocates. In January 1988 informed private citizens spoke at a Town Meeting:

> Juno Beach is located where the continental shelf continues, in a northerly direction, while the shoreline bends abruptly to the west. The warm water of the Gulf Stream that hugged the coast to the south, a mile or so offshore, becomes distant, and temperatures are colder during our winters. This marks the approximate boundary of the subtropics. Here many plant species of tropical origin reach their northern extent. The site (in Juno Beach is) an "A" site, that is, well representing the ecosystems present as they occurred in predevelopment time, - the native landscapes of the region. For Florida Scrub, this is one of 3 remaining larger sites, the others in Jupiter, and in Boca Raton. Larger sites have distinct advantages in retaining their species and thus their character and the likelihood of their continuation as functioning native systems. Only the 2 larger sites in Juno Beach and Jupiter, Eco-53 Juno Hills Scrub and Eco-54/55 Jupiter Ridge/Old Jupiter Scrub, have their natural connections with adjacent ecosystems, here the beach and dune, the dune back tropical hammock, wet prairies and ponds, and now the mangrove border of the intracoastal waterway. This was an Indian and Pioneer trail, the Sawgrass Route for reaching Lake Worth.[48]

The foregoing comments were stimulated by possible development of a site of 190 acres extending from the Atlantic to the Intracoastal at the north end of Town. The comments were resonant with natural and political history. The Juno Associates property had lain dormant for over a decade. The site posed important questions for the Town's future after 1,950 units had been approved in 1978.[49]

In February 1988 the Town began to consider annexation of approximately 420 acres located between the 190 acre Juno Associates property in North Town and the 160 acres annexed in 1964 in South Town planning area. Juno Isles and New Palm

Beach Heights subdivision were between the north and south town area. Council member-elect Roxanne Manning made initial contacts with Miami architects Andres Duany and Elizabeth Plater-Zybeck regarding their planning model based on classical precepts.[50] In March, a meeting was arranged after discussions among the Town Council and Town Planner, Jack Horniman. Better planning concepts were of great interest to the Town. [51]

The following month, Town officials, staff members, and residents took a bus trip at their own expense to Boca Raton, Coral Gables, and Key West to observe Old Florida and classical residential design concepts that Duany had discussed. In August, the Town Council began consideration of provisions for sidewalk cafes in furtherance of the planning concepts.[52] In November, reports were published of December charette meetings to discuss proposed types of development for the 400 acres to be annexed extending north from Juno Isles to Donald Ross Road between U.S. 1 and the Intracoastal Waterway.[53] The charette architectural and planning brainstorming sessions were coordinated by Jack Horniman and were open to the public. The charette took place in December. Five concepts were explored with the results publicly reported, critized, and praised. The charettes generated widespread interest, if not agreement, on possible annexation and planning alternatives.[54] Environmentalists wanted no development.

The Palm Beach Gardens Mall opened in October 1988 on P.G.A. Boulevard. The $150 million dollar mall with more than 150 stores and 1.35 millon square feet of retail space provided a regional shopping center within a few miles of Juno Beach. The mall made a major impact on northern Palm Beach county with 1,200 employees and an estimated $40 million payroll.[55] It was connected to the interstate highway system by local arterials at P.G.A. Boulevard and Donald Ross Road located on section lines of the territorial survey of Florida. Twentieth century traffic patterns followed nineteenth century survey lines.

Juno Beach joined with Palm Beach County and four other North County municipalities to purchase Seacoast Utility as the Seacoast Utility Authority in December 1988. In December 1989, the Town moved to sell its South Town area sewage collection and potable water distribution system to Seacoast Utility Authority and its central sewer system south of Donald Ross Road to ENCON. Previously, Juno Beach citizens had voted to have fire service provided directly by Municipal Services Taxing Unit. It was the only Town in the County to do so. Rationalization of key municipal services was based on economies of scale, good staff recommendations and cooperation among area service providers.

The Town Hall options earlier presented by architect, Norman Robson, were formally considered in the summer of 1989. In May, Mr. Robson presented the council with a layout of a

proposed Town Hall and stated that the Town needed to advertise for an architect. In June, interested architects and firms were cut to six selected for consideration for the new Town Hall. In July, presentations were made by Dow, Howell & Gilmore Associates; Educated Design; Peacock & Lewis; Norman R. Robson; Michael A. Shiff Associates; and Spillis, Candela & Partners. The presentations provided an extraordinary opportunity for the Town Council to visualize a series of exceptional proposals made by professionals who had studied the natural features of the site in historical context. The special meeting was called to order, adjourned for a dinner break after the varied and thoughtful presentations, and reconvened after dinner.[56]

Each council member ranked his or her top three firms. Town Manager Gail Nelson, and Town Clerk Karen Duchane, tallied the results with first place awarded to Spillis, Candela & Partners for negotiations for an architectural contract. The winning firm had based its presentation upon a Caribbean design with colonial era architectural vocabulary. The entire process was remarkable for its excellence.

In 1988 and 1989 the Spanish ship that sank offshore in the late sixteenth or early seventeenth century began to be explored. Nelson Wait, a commercial fisherman, had discovered pieces of the wreck in 1977 but did not begin bringing up artifacts until 1987 after founding a company with other backers. Jud Laird, a former director of the Loxahatchee

Historical Museum, was among them. The Spanish ship sank approximately 1/2 mile off the coast of Juno Beach, probably in the late 1500s, in about 100 feet of water. The wreck has been mapped and salvage rights negotiated between the State of Florida and Last Galleon, Inc., the salvor.[57] The Town's history had come more than full circle. Any treasure within this vessel dates from very early European contact with Florida by countrymen of Ponce de Leon. The sunken vessel lay quietly beneath the gaze of Frank and Mary Marcinski, the last homesteaders, as well as Oscar and Hulda Erikson, the first tourist court owners. It is part of the wealth of history within the area of Juno Beach.

Juno Beach annexed a 1.18 acre commercial parcel of land on Hibiscus and U.S. 1 in early 1989.[58] The annexation was notable not for its size but because it was done by an interlocal agreement between the Town and the County. Interlocal agreement was required under the Annexation Act because of a single residential parcel that was a pocket of unincorporated county land within Juno Beach. Interlocal agreements were being employed by the county to provide flexibility in situations where governmental services could be better provided by a municipality rather than the county when isolated parcel owners were unwilling to be annexed by a municipality.

The Town began considering the formal annexation petition of the McArthur Foundation for 420 acres in the center of the

Town's annexation area in July 1989.[59] If successful, this annexation would help the Town fulfill its historical boundaries first noted by the Juno Beach Association in the 1940s when the Association minutes proposed boundaries running from the Atlantic to the Intracoastal. The annexation was challenged, however, by residents of New Palm Beach Heights and Juno Isles subdivisions, unincorporated areas dating respectively, from 1916 and the 1960s. The legal challenge was actually mounted by Palm Beach County and unincorporated property owners intervened in the suit.[60]

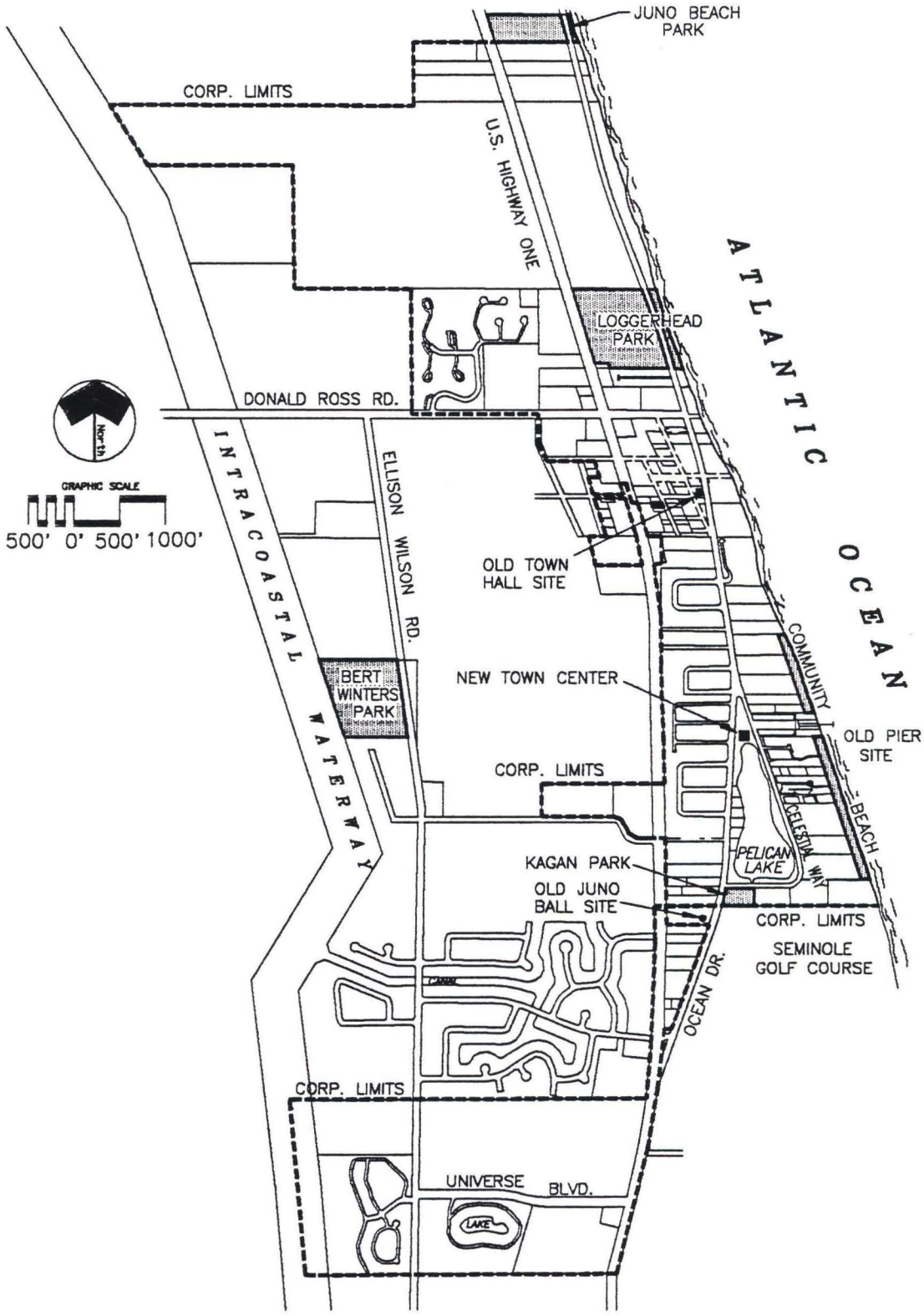
The County had earlier encouraged municipalities to develop areas near the Atlantic coastal ridge rather than expand development westward toward the Loxahatchee areas cleared and drained by canals which Frank Marcinski had contracted on unsuccessfully in the early part of this century. The County had previously facilitated such annexations by interlocal agreements and proposed such an agreement for the McArthur Tract annexation. The Town's annexation efforts were caught in a political about face by the County which repudiated prior policies with respect to interlocal agreements and discouragement of westward expansion. Environmental preservation and local interest groups were also involved in the policy reversal that affected the Town.

At the end of the decade 1980-1990, the Town of Juno Beach encompassed an area of 1.67 square miles (1,068.8

acres). The area was reduced to 1.1 square miles (669. acres) when the McArthur Tract annexation failed. According to the University of Florida, the Town's year round population was 2,201. There were two hundred fifty-seven (257) single family houses, one thousand four hundred forty-three (1,443) multi-family condominiums or apartment units, two hundred nine (209) motel units, and one hundred twenty-five (125) trailer units. The total assessed value of property in Juno Beach had increased more than eight-fold from $47.8 millon in 1980 to $410.6 million in 1990 ($375.7 million non-exempt value). This was a wealth to rival the Town's historical resources. Treasure Coast Regional Planning Council figures for 1989 indicated that the year-round population of Juno Beach increased 162% from about two thousand to over three thousand each winter.[61] The Town was still comprised of a significant number of retirees but the population was growing younger; it was among the fastest growing towns in south Florida.

The seaside Town of Juno Beach had grown from a small cluster of motels into a residential community of people of diverse backgrounds. Artists and writers lived among business, working, and professional people. Retired persons were joined by young families. Many residents came from abroad. The Town had both a national and international flavor.

TOWN OF JUNO BEACH



Chapter 5
CONCLUSION:
JUNO BEACH TOWN CENTER 1991 - 1992

The last decade of the twentieth century began with important events for the Town of Juno Beach. These events signified the Town's linkages between past and future. Events also led to an important victory for environmentalists.

The past was evident in the announcement in January 1991 by Jud Laird of Lost Galleon, Inc., of a lease for a facility that would allow people to watch as artifacts from the Spanish treasure vessel discovered in 1977 by Nelson Wait were brought in, treated, and evaluated. Wait was a founder of Lost Galleon. In conjunction with Continental Shelf, Inc., Lost Galleon had now mapped, charted, and surveyed the wreck with magnetometers to prepare for salvage of the fateful remnants. A barge anchored approximately one and one-half miles offshore during the summer. On the barge, scientific exploration of the remnants continued seeking to determine the extent of any treasure and its historical significance.[1]

The future was evident as construction began in January 1991 on the facility to house Town government into the next century. Construction of the $1.25 million facility began on the site created by Bessemer Properties in 1948 at the head of

the lake in town center. The results of the public architectural design competition and financing for its implementation would now be tested.

In March 1991, Palm Beach County voters approved a $100 million bond issue to buy environmentally sensitive land. The Juno Hills scrub was one of fourteen sites under consideration for acquisition. This site comprised some 623 acres including the 190 acre site owned by Juno Associates within town limits and the 420 acre site owned by the McArthur Foundation. The McArthur property was the subject of litigation by the County after the Foundation sought voluntary annexation into Juno Beach. The Juno Associates site had been zoned for 1,950 units since 1978. The natural history of the site had been noted in 1988 by Dr. Grace Iverson of Florida Atlantic University at a Town meeting. Forces of growth including population and development interests faced environmentalists in Palm Beach County and Juno Beach. The $100 million bond issue and a falling market for land tipped the scale toward environmentalists.

Part of the architectural history of Juno Beach was preserved under a zoning ordinance identifying areas around three streets as historical preservation districts. Zephyr Way, Saturn Lane, and Galaxy Circle were existing reminders of the town's past. Zephyr Way and Saturn Lane contained wooden cottages dating from the 1940s and motor courts which preceded municipal incorporation. Galaxy Circle provided access to

Beachbound one of the early subdivisions of vacation homes that arose after the Town was incorporated. The preservation ordinance was adopted by the Town Council only after public meetings followed lengthy discussions between residents and Susan Guffey, the first town planner employed by Juno Beach as a full-time employee. Preservation of the early cottages was supported both by the owners and Town residents.

In October 1991 the new Town facility opened for business. Town manager, Gail Nelson praised Finance Director Joe LoBello for keeping construction costs within two percent of the original $1.25 million contract cost projection. The 15,000 square feet two-story building combined all Town offices into one structure. This facility had about double the space of former offices located in three sites, including cramped offices at the former gas station on Ocean Drive and the Public Works Department on US 1 next to the County fire station. The facility was well received by the press:

> Juno Beach is in touch with its character. And that's something that can't be said about a lot of towns. The new town hall, which Juno Beach calls a Town Center, is a striking expression of the community's geography and lifestyle. The breezeways and balconies appeal to the mild climate and outdoor living of Juno Beach. The tropical architecture is harmonious with the town's location. The view of the ocean, park and pond bring the town's scenic beauty indoors. And the large courtyard embraced by three sides of the building make this a true community center where events can be held or passers-by can just pause.

> One feature of the courtyard is particularly noteworthy. Many of the red bricks are inscribed with names and messages from present and former town residents, area businesses, civic organizations and other towns. Leading to the courtyard is a brick walkway inscribed with the names of former town commissioners and council members. It is not just a plaza. It is a history lesson, a community greeting card, a communal memento, a legacy of civic pride, and a living, growing statement of the town's people.
>
> This is truly a town center to visit. It is a place designed on a human scale, a place to linger in and show off with pride. It is not another sterile bureaucratic fortress, like so many we see, but a building that literally reaches out to the people. That makes an important statement of philosophy by the town government. It sends the right message.[2]

The public also appeared to receive the new facility with approval.

In November 1991 Town Council members combined a vote to abolish their salaries with a vote to use budgeted funds to publish History of Juno Beach. Town Council members had voted to forego their salaries in August when it was determined that being on the payroll would cause four self-employed council members to lose their federal income tax exemption for individual retirement accounts. Council members received $100 per month. The Mayor and the Vice Mayor received $250 and $200 per month respectively. The council agreed to fund up to $12,500 to print 1,000 copies of the history and to prepare historical photographs for an exhibit at the new Town Center. The town hoped to recover costs of publication and the photographical exhibit from sales of the book.

Mayor William Kollmer announced in November 1991 that he would not run again in 1992. After 12 years on town council and 15 years in town government, the Mayor felt it necessary to spend more time on his real estate business. Like Mayor Stan Kagan, Kollmer pointed to accomplishments which occurred during the decade of his mayoral tenure. "Specifically, Kollmer pointed to the divestiture of water and sewer utilities, the establishment of a solid town manager form of government and the construction of the new town center, which was completed this month." [3] Juno Beach growth between the tenure of Mayors Kagan and Kollmer occurred within the context of a state that was now fourth most populous in the nation.

In January 1992 the Town Center was dedicated. This was an extraordinary event in many respects. The Town remembered its past in an exhibit of historical source materials for its History of Juno Beach and photographs, plats, and charts covering a century of recorded history dating from old Juno and the Celestial Railway to modern Juno Beach. The Town had moved from oceanfront motels to oceanfront mansions. Townspeople came to enjoy their Town Center financed with innovative mini-bonds and paid for with their tax dollars. Questions regarding public acceptance appeared to have been answered affirmatively.

In the courtyard, townspeople enjoyed food, music, and a few brief speeches on a day with fabled weather and sun dappling the Caribbean architecture, Florida landscaping, and

brick courtyard inscribed with mementos of citizens and municipal neighbors:

> It was a day of reunions, of remembering the past and of looking to the future in Juno Beach last Saturday.
>
> The new Town Center at the north end of Pelican Pond was officially dedicated, as hundreds of people - residents, former residents and politicians - gathered to hear music and speeches, eat food, and tour the spacious new building that puts all town offices under one roof for the first time in decades.
>
> 'This is like a dream come true,' said Frank Harris, president of the Juno Beach Civic Association, speaking to the crowd from a lectern on the second-floor balcony.
>
> 'A quality example has been set.'
>
> Town officials said they were greatly satisfied with the building and with the day.[4]

Editorial comment again proved favorable. More important, public support continued to be evident. This was noteworthy given that the cost of the Town Center was the equivalent of about one-half of an entire year's budget.

In cooperation with the Juno Beach Civic Association and Daughters of the American Revolution, the Town relocated the historical marker for the nineteenth century Celestial Railway in February 1992 from an isolated spot along the coastal road A-1-A to a crossing in Loggerhead Park on A-1-A. Robin Plitt composed a folk song for the occasion:

Take the Indian River Steamboat from up in Titusville.
Down to where the Loxahatchee flows.
There's a wooden railroad station that sits right on the dock.
That's where the Celestial Railway boards.
It died when Flagler brought his train.
But if you listen closely to the whistlin' of the wind,
You just might hear 'Dixie' again.

The new marker location was within sight of the barge exploring for the sixteenth century Spanish nau under auspices of Lost Galleon, Inc. The marker was on land owned by the Erikson family when they became the first settlers of what would become Juno Beach. It was an interesting historical convergence.

An election was held March 1992 in Juno Beach with the Town Center as the new voting precinct. It was a U.S. presidential primary election as well as a local election. The voter turnout was almost a record high 64.2% of the registered electorate. Frank Harris, who had been president of the Juno Beach Civic Association for five years, was elected by townspeople to fill the seat of William Kollmer and, later by council members, to become mayor. The townspeople also voted resoundingly to defeat county-wide referendum measures that would have impinged on local rule. This was the first election in six years because incumbents had been unopposed in previous years.

On November 20, 1992, Palm Beach County purchased one hundred fifty acres of the Juno Hills site for preservation as environmentally sensitive lands. On November 10, the County

Commission had unanimously agreed to buy the Juno Associates portion of the Juno Hills site for $10.3 million. The County had to alter its plans to extend Ellison Wilson Road from Donald Ross Road to U.S. 1 because of the purchase. Juno Hills included 623 acres between the Intracoastal Waterway and the Atlantic Ocean, west of and in the northern portion of Juno Beach. The site contained Florida scrub plants and wildlife, including scrub jay, gopher tortoise and four-petal paw-paw. The Juno Associates land was the western portion of the site abutting U.S. 1. The purchase was entirely within Juno Beach.

Juno Associates had planned to develop a project called Sea Trace on the property at a density of ten units per acre. Plans to develop land owned east of U.S. 1 remained in place. Juno Associates had agreed in October to give the county an option to buy its land at half price. Money for the purchase came from the $100 million bond issue to buy sensitive lands that was approved by county voters in March 1991. The one hundred fifty acres constituted about one-fourth of the total land area of Juno Beach. Water and sewage were available now but environmentalists had successfully countered developmental approvals for the Juno Associates property dating from the late 1970s. The scrub preservation would leave the land in the condition of nineteenth century pioneer days. The Town Council unanimously supported the change. It was neither an end nor a beginning. It was part of the continuing history of the halcyon shore of Juno Beach.

The question of why people moved to Juno Beach from diverse locales remains unanswered by historical research for this thesis. It would be of interest to know why residents have chosen to live here. One writer has, perhaps, recently given an explanation. It relates to the man-made "island" on which Juno Beach lies and the writer's coinage of the word "nesomaniac." James A. Michener published his recollections as an octogenarian in 1992:

> It was there in the Hebrides that I invented a new word to describe the change that had overtaken me, nesomaniac, one who is mad about the islands--neso, in Greek, meaning island. I would become perhaps the only man in the world who had lived somewhat close to the inhabitants in both the old Hebrides in the Atlantic and the new Hebrides in the Pacific. I would also be probably the only one who ever spent an Easter on Christmas Island and a Christmas on Easter Island, and I would become so possessed by islands that I would do intensive work in the Hawaiian Islands and other parts of Polynesia, the islands of Melanesia, the Aleutian Islands near the Arctic Circle and the lovely islands of the Caribbean. I was attuned to islands; I knew at first hand what life was like on the lonely atolls and the storm-swept islands that Joseph Conrad, Pierre Loti, Somerset Maugham, Alec Waugh, Jack London and Robert Louis Stevenson had loved. At times, working in big cities far from nature, I have been sick with nesomania, and I think the reason is this: On the islands one has both the time and the inclination to communicate with the stars and the trees and the waves drifting ashore, one lives more intensely.[5]

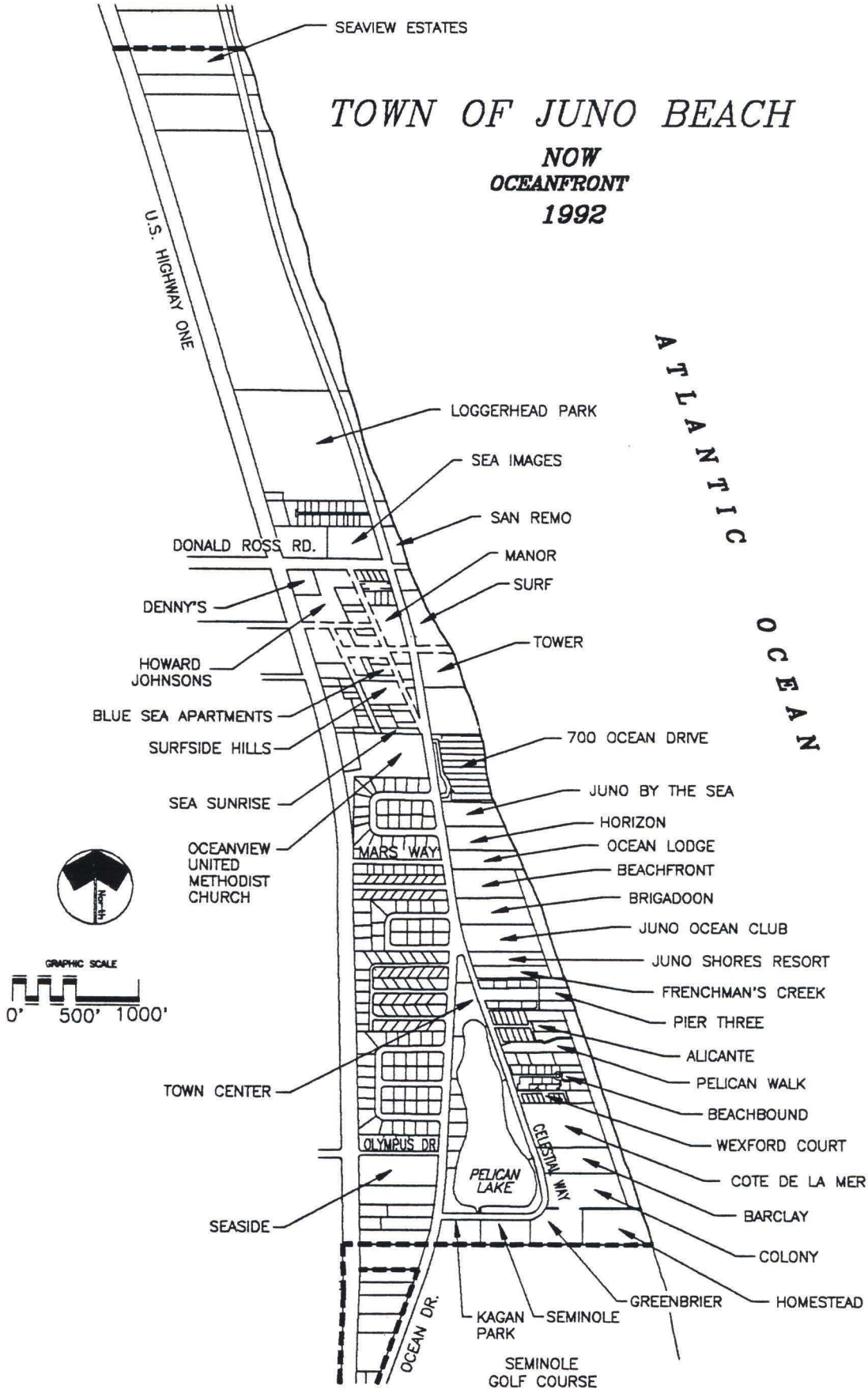
Writer Michener and his wife Mari own a condominium on the ocean in Juno Beach. His coinage of "nesomaniac" had been preceded by Lawrence Durrell, another writer attracted to islands:

> Somewhere among the note-books of Gideon I once found a list of diseases as yet unclassified by medical science, and among these there occurred the word Islomania, which was described as a rare but by no means unknown affliction of spirit. There are people, Gideon used to say, by way of explanation, who find islands somehow irresistible. The mere knowledge that they are on an island, a little world surrounded by the sea, fills them with an indescribable intoxication. These born 'islomanes', he used to add, are the direct descendants of the Atlanteans, and it is towards the lost Atlantis that their subconscious yearns throughout their island life....I forget the other details. But like all Gideon's theories it was an ingenious one. I recall how bitterly it was debated by candle-light in the Villa Cleobolus until the moon went down on the debate, and until Gideon's contentions were muffled in his yawns: until Hoyle began to tap his spectacles upon the thumbnail of his left hand, which was his way of starting to say goodnight: until Mehmet Bay, in the house across the oleander-grove, banged his shutters together as a protest against the lateness of the hour. Yet the word stuck; and though Hoyle refused its application to any but an Aegean island, while Sand could not bring himself to look a theory so irrational in the eye, we all of us, by tacit admission, knew ourselves to be 'islomanes'. [6]

Could it be that this attraction for islands variously noted by Durrell and Michener brought "Doc" Evans from Cairo, Egypt, to Juno Beach with his wife, Bea, after spending his youth in the southern Mediterranean. Was it the barrier island on which Juno Beach is located that drew the LaThomus, Watson, Van Kessel, Fruehauf, and Gragg families from the Great Lakes? Was it the barrier island which drew the man from Malta who acted as sergeant-at-arms at town meetings in the turbulent 1960s and 1970s? Many Baltic people from

Lithuania, Latvia, and Estonia, have settled here. Nina Markovna Scollan wrote of her escape from Stalinist Russia while living here. The Eriksons were from Sweden. If not "islomanes" or "nesomanes," why were they drawn to the littoral of Juno Beach?

This thesis has shown linkages to the past of a local area. The linkages connect natural history and evidence of early migrants in North America from both Asia and Europe to the present. Within the past four centuries, Juno Beach has grown from European shipwrecks among the Jeaga to an even more diverse community of migrants who settled her shore. Historical accident led to Juno's pioneer era name but the Celestial Railway was built by purposeful nineteenth century pioneers who were followed by later twentieth century pioneers who built motels and tourist courts. The later pioneers incorporated the old name that led permanent residents to Juno Beach. These new residents created valuable real estate and community. Their creation of a community solved problems of water and waste for the present while preserving significant land for the future. A small Florida town is closely connected to the economic and cultural history of the state and the links nearby.


SEAVIEW ESTATES
TOWN OF JUNO BEACH
NOW
OCEANFRONT
1992
U.S. HIGHWAY ONE
ATLANTIC OCEAN
LOGGERHEAD PARK
SEA IMAGES
SAN REMO
DONALD ROSS RD.
MANOR
SURF
DENNY'S
TOWER
HOWARD JOHNSONS
BLUE SEA APARTMENTS
SURFSIDE HILLS
700 OCEAN DRIVE
SEA SUNRISE
JUNO BY THE SEA
HORIZON
OCEANVIEW UNITED METHODIST CHURCH
MARS WAY
OCEAN LODGE
BEACHFRONT
BRIGADOON
JUNO OCEAN CLUB
JUNO SHORES RESORT
FRENCHMAN'S CREEK
PIER THREE
ALICANTE
PELICAN WALK
BEACHBOUND
WEXFORD COURT
COTE DE LA MER
BARCLAY
COLONY
HOMESTEAD
GREENBRIER
SEMINOLE
KAGAN PARK
SEMINOLE GOLF COURSE
OCEAN DR.
CELESTIAN WAY
PELICAN LAKE
OLYMPUS DR.
TOWN CENTER
SEASIDE
North
GRAPHIC SCALE
0' 500' 1000'

CHAPTER FOOTNOTES
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2. Comprehensive Plan 1974, Town of Juno Beach.

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54. Pierce, Pioneer Life , 243-44; Atlantic Intracoastal Waterway in Florida: Fort Clinch to Miami (U.S. Army Corps of Engineers, Jacksonville District, 1989).

Chapter 3

1. Dorothy B. Gooding, Tucked Between The Pages of Time, A History of Lake Park and Environs (Florida: By the Author, 1990), 39; Atlantic Intracoastal Waterway in Florida: Fort Clinch to Miami, (U.S. Army Corps of Engineers, Jacksonville District 1989); Blake, Land into Water, 130-31, as early as 1825 proposals for an intracoastal waterway were advanced for the entire east coast of Florida.

2. Gooding, Lake Park, 40; see also Blake, Land into Water, 149-50.

3. Gooding, Lake Park, 93.

4. Ibid., 42.

5. Ibid., 84; the writer initially believed that the Scot, Donald Ross, world renowned golf course architect who designed Seminole Golf Course, was the source for the name of Donald Ross Road. Gooding has provided authority for the local derivation of the name. See later footnotes regarding the golf course.

6. Ibid., 84.

7. See Appendix 4.

8. Frank Marcinski, The Last of the Homesteaders (Jupiter, Fl: by the Author, 1959) located in Juno Beach Town records without pagination.

9. Ibid.

10. Ibid.

11. Ibid.

12. Ibid.

13. Ibid.

14. Ibid.

15. James H. Watson, interview, November 22, 1989,

16. Dubois, History of Juno Beach ,12.

17. Appendix 1, USC&GS, 1929.

18. Curl, Palm Beach County,71.

19. Jim Moriarty, "Pinehurst Golf Say No More," Travel South (Summer 1989), 60-63; Red Hoffman, "A Meeting of the Minds," Golf Journal (May/June 1989), 12&16; Ward-Thomas et al, The World Atlas of Golf, 155-157.

20. Jupiter Courier Journal, September 1985.

21. Nora Fitzgerald, WeekDay (May 31-June 6, 1978), 7; Olive Baxter, daughter of Howard and Joyce Cook, was interviewed by the writer without transcription.

22. Bea O'Bannon, Juno Beach, interview, December 6, 1989.

23. James R. Knott, interview, January 24, 1990.

24. James H. Watson, interview, November 22, 1989.

25. _____, Minutes & Reports, Juno Beach Association, unpublished minutes of Juno Beach Association, 1948-53.

26. Ibid.

27. See Appendix 4.

28. Julian Fields, interview February 28, 1990.

29. Watson, interview.

30. _____, Minutes & Reports, Juno Beach Association, unpublished minutes of Juno Beach Association, 1948-53.

31. Ibid.

32. Watson, interview.

33. _____, Minutes & Reports, Juno Beach Association, unpublished minutes of Juno Beach Association, 1948-53.

34. Palm Beach Post-Times, April 24, 1949.

35. Ibid.

36. Fields, interview.

37. Palm Beach Post-Times, April 24, 1949.

38. _____, Minutes & Reports, Juno Beach Association, unpublished minutes of Juno Beach Association, 1948-53.

39. Watson, interview.

40. _____, Minutes & Reports, Juno Beach Association, unpublished minutes of Juno Beach Association, 1948-53.

41. Ibid.

42. Ibid.

43. Gee & Jenson, Report Prepared for Juno Beachfront Property Owners, May 1953.

44. Ibid.

45. Palm Beach Post, May 8, 1953.

46. Ibid.

47. Ibid.

48. Palm Beach Post, September 1953 (Town clipping file date not shown).

49. Roger Buckwalter, "Growth: How It's Managed, What Happens If It's Not" Jupiter Courier, June 3, 1978.

50. Ibid.

51. Palm Beach Post, 1960 (Town clipping file date not shown).

52. Juno Beach United Methodist Church, 25th Anniversary Book, 1959-1984, and 25th Anniversary Book, 1959-1985.

Chapter 4

1. Palm Beach Post-Times, June 24, 1962.

2. Town clipping file, correspondence November 1 & 8, 1960; Palm Beach Post-Times, June 24, 1962.

3. Palm Beach Post, March 6, 1962; Gulfstream News, March 8, 1962.

4. Buckwalter interview, November 15, 1989.

5. Palm Beach Post, 1965 (Town clipping file date not shown).

6. Robert I. Shapiro, "Concept of Condominium Ownership" Florida Condominium Law and Practice (Tallahassee: Florida Bar CLE Series 1987).

7. Ibid.

8. John Buchanan, interview January 31, 1990; see also Palm Beach Post, April 12, 1965 and February 16, 1966.

9. See Appendix 3 & 3A.

10. Julian Fields, interview February 28, 1990.

11. Palm Beach Post-Times, April 17 & 18, 1969.

12. Palm Beach Post, February 4, 1969.

13. John Buchanan, interview January 31, 1990.

14. Carol Gibbons and Mary A. (Milne) Hansen, interview February 7, 1990.

15. Ibid.

16. Palm Beach Post-Times, January 31, 1974 and Charter, Town Charter of Juno Beach, Florida, 1974.

17. Florida Statutes, Sections 163.3161-3243; ss 1,2, ch. 75-257 (1975).

18. Comprehensive Plan 1974, Town of Juno Beach.

19. Palm Beach Post-Times, September 29, 1973; October 18, 1973; and February 7, 1974.

20. Courier Journal, March 24, 1977.

21. Palm Beach Post, December 1, 1977.

22. Tebeau, History of Florida, 432.

23. Comprehensive Plan 1979, Town of Juno Beach; letter from Thomas T. Kelsey to writer dated December 16, 1991.

24. Courier-Journal, March 13, 1980.

25. Palm Beach Post, March 10, 1982.

26. Ibid; Florida's population had grown from 269,493 in 1880 to 9,746,324 in 1980 when the state population density was nearly three times the national norm; Arsenault and Mormino, "From Dixie to Dreamland: Demographic and Culture Change in Florida, 1880-1980" in Shades Of The Sunbelt 161-191. FP&L served the area of highest population density in Florida.

27. Courier-Journal, June 18, 1982.

28. Miami Herald, November 10, 1986.

29. Courier-Journal, June 8, 1986.

30. Courier-Journal, January 17, 1982.

31. Palm Beach Post, April 14, 1982.

32. Courier-Journal, July 24, 1983.

33. Courier-Journal, February 20, 1983.

34. Florida Sportsman, August 1982, 8-11.

35. Courier-Journal, May 27 and June 8, 10, and 27, 1984; Palm Beach Post, June 7, 1984.

36. Palm Beach Post, December 2, 1984; Courier-Journal, December 7, 1984.

37. Courier-Journal, January 26 & 29, 1986; Weekday, January 29-February 4, 1986.

38. Courier-Journal, November 4, 1984.

39. Palm Beach Post, September 19, 1984; See also Courier-Journal, September 21, 1984.

40. Charter, Town of Juno Beach, Florida 1985; Courier-Journal, January 30, 1985; February 10, 13, 15, 1985; March 1 & 13, 1985.

41. Courier-Journal, January 10, 1986.

42. Courier-Journal, February 12, 1986; Palm Beach Post, February 12, 1986.

43. Courier-Journal, March 21, 1986.

44. Courier-Journal, February 8, 11, & 13, 1987.

45. Courier-Journal, June 24, 1987.

46. Courier-Journal, November 29, 1987.

47. Courier-Journal, December 20, 1987; Florida passed the twelve million mark in population in 1987 to become the fourth most populous state behind California, New York, and Texas.

48. Town of Juno Beach Minutes, January 6, 1988; personal notes of Dr. Grace B. Iverson, biologist and private citizen, January 6, 1988.

49. Palm Beach Post, January 2, 5, 7, & 12, 1988; Miami Herald, January 7, 1988; Courier-Journal, January 5 & 10, 1988.

50. Courier-Journal, February 18, 1988.

51. Courier-Journal, March 2 & 20, 1988.

52. Palm Beach Post, August 23, 1988.

53. Palm Beach Post, November 11, 1988; Courier-Journal, November 20, 1988.

54. Palm Beach Post, December 4, 11, & 17, 1988; Courier-Journal, December 7,11, & 14, 1988; Weekday, December 14 - 20, 1988; see also, Courier-Journal, April 2, 1989.

55. Courier-Journal, January 1, 1989.

56. Town Minutes, May 24, June 29, & July 18, 1989.

57. Weekday, January 4 - 10, 1989; Courier-Journal, February 10, 1988.

58. Weekday, December 28 - January 3, 1989.

59. Courier-Journal, July 26, & 27, 1989.

60. Palm Beach Post, January 22, & May 30, 1990; Courier-Journal, February 18, & March 4, 1990; and February 24, 1991.

61. Palm Beach Post, August 16, 1989. The reserve annexation area of the Town extended west to the Intracoastal between its north and south limits (see Map p124).

Chapter 5

1. Jupiter Courier, January 30, 1991; News/Advertiser, July 31/August 6, 1991.

2. Jupiter Courier, October 30, 1991.

3. Jupiter Courier, November 13, 1991; Florida grew by 742 people a day in 1991 and its population was 13.3 million, up from 12.9 million in 1990, for the nation's fourth most populous and seventh-fastest growing state in the nation, Palm Beach Post, December 30, 1991.

4. Jupiter Courier, January 22, 1992.

5. James A. Michener, The World Is My Home: A Memoir (New York: Random House, 1992), 140.

6. Lawrence Durrell, Reflections On A Marine Venus (London: Faber & Faber, 1960), 15.

HISTORY OF JUNO BEACH
APPENDIX 1

ATLAS/MAPS/CHARTS

YEAR			SUBJECT MATTER	LATITUDE	TYPE
1834	SFDUK	XIV	N. America-Florida	26deg/52-3'	MAP
1839	USWD		Florida So. of Tampa Bay	26deg/52-3'	MAP
1855	USDI		Survey-Twp 41So Range 43 East	26deg/52-3'	SURVEY
1856	USWD		Fla So. of Tampa Bay		MILITARY
1883	USC&GS	H 1552	Hydrographic Soundings Juno Beach offshore	26deg/52-3'	HYDRO
1883	USC&GS	T 1640	Jupiter Inlet South on Coastal Ridge to Juno Beach	26deg/52-3'	TOPO
1883	USC&GS	T 1649	Jupiter Inlet South on Coastal Ridge to south end of Lake Worth/Haulover	26deg/52-3'	TOPO
1895	KNOWLTON	1-85	Subdivision of Indian Tract Mound	§§10/11	SURVEY
1927	USC&GS	T8414	Lake Worth Creek South To Intracoastal to Gable House Juno 1947	26deg/52-3'	TOPO
1929	USC&GS	T 4457A	Jupiter Inlet to Lake Worth Inlet Seminole Golf Course under construction, Lake Worth Creek/Canal to Kelsey City	26deg/52-3'	TOPO
1935	EDD		Everglades Drainage District	26deg/52-3'	CONTOURS
1953	FLADOT	PB2/46,47	Right-of-way Map	26deg/52-3'	ROW
1987	NATGEOG		Atlas of North America	26deg/52-3'	ATLAS

NOTE: **EDD is abbreviation for: Everglades Drainage District**
FLA DOT is abbreviation for: Florida Department of Transportation
NATGEOG is abbreviation for: National Geographic Atlas of North America (2nd Ed. 1987)
SFDUK is abbreviation for: Society for the Diffusion of Useful Knowledge-London
USC&GS is abbreviation for: United States Coast & Geodetic Survey
USDI is abbreviation for: United State Department of Interior
USWD is abbreviation for: United States War Department.

HISTORY OF JUNO BEACH

APPENDIX 2

B U D G E T S

TOWN OF JUNO BEACH, FLORIDA

B U D G E T

APRIL 1, 1954 THROUGH MARCH 31, 1955
(1ST FULL FISCAL YEAR)

ESTIMATED REVENUE:

Real Estate Taxes (6 Mills)	$4,620.00
Cigarette Taxes	1,000.00
Electricity Rebate	800.00
Beverage Licenses	1,600.00
TOTAL	**$8,020.00**

ESTIMATED EXPENSES:

4mo. upkeep Park and Lake Area	$900.00
Town Attorney	600.00
Town Clerk (Salary)	500.00
" " (Office Expense)	300.00
Police Department	500.00
Tax Collector (Supplies)	100.00
Insurance	300.00
Principal and Interest on Loan	1,030.00
Fire Protection	500.00
Building Fund	800.00
Contingency	2,490.00
TOTAL	**$8,020.00**

1960

FROM THE OFFICE OF
STETSON O. SPROUL, Tax Collector
Palm Beach County, Florida

Mr. Stanley Kagan
Beachbound Juno Beach
Rt. 4 Riviera Beach, FL

WEST PALM BEACH, FLORIDA

August 29, 1960

The following valuations are from the County Tax Assessors records and cover lands lying within the Town of Juno Beach for the year of 1960.

Non-exempt -	3,407,670
Exempt -	336,160 (itemized as below)
Homestead Exemption -	286,260
Disability Exemption -	1,000
Widows Exemption	3,500
Church Exemption	40,000
Street R/W	1,300
Town Exemption	3,800
Under County Certificate	300

Florence M. Hubschmitt

STETSON O. SPROUL, Tax Collector

By _____

PLEASE RETURN THIS LETTER WITH YOUR REPLY

TOWN OF JUNO BEACH, FLORIDA
STATEMENT OF REVENUES AND EXPENSES - ESTIMATED AND ACTUAL
FOR THE FISCAL YEAR OCTOBER 31, 1960

	BUDGET ESTIMATE	ACTUAL	Excess or (DEFICIENCY)
REVENUE:			
General Property Taxes	$ 8,692.50	8,566.32	(126.18)
Cigarette Tax Receipts	3,300.00	4,068.36	768.36
Beverage Licenses	1,575.00	2,072.50	497.50
Florida Power&Light Fran.	3,000.00	2,027.65	(972.35)
Building Permits	1,000.00	643.00	(357.00)
Occupational Licenses	1,000.00	1,226.50	226.50
Fines and Forfeitures	30.00	None	(30.00)
Court Costs	3.00	None	(30.00)
Sale of Water and Water Meters	4,600.00	1,259.92	(2,340.08)
State of Fl Bridge and Road Dept.	500.00	498.36	(1.64)
Southern Bell Tel. & Tel. Fran.	60.00	36.70	(23.30)
Carry Over 1958	3,000.00	None	(3,000.00)
Interest Income	None	451.08	451.08
Misc.Income,Fees,Penalties	None	55.58	55.58
TOTALS	**$ 26,760.50**	**1,905.97**	**(4,854.53)**
EXPENSES:			
Amortization of Bank Loan	15,000.00	7,500.00	7,500.00)
Interest of Loan	750.00	660.30	(89.70)
Attorney's Fees	600.00	535.00	(65.00)
Auditing	200.00	200.00	-0-
Dues and Contributions	100.00	77.00	(23.00)
Discount of Taxes	200.00	236.06	36.06
Fire Protection	365.00	366.00	1.00
Insurance	175.00	169.73	(5.27)
Maintenance Public Property	2,500.00	3,672.49	1,172.49
Office Expense	100.00	90.72	(9.28)
Police Department	800.00	664.32	(135.68)
Salaries	600.00	600.00	-0-
Publicity and Promotion	800.00	868.43	68.43
Tax Collector's Expense	250.00	25.45	(224.55)
Lighting - Streets	1,500.00	1,369.81	(130.19)
Operating Exp.for Water Dept.	1,000.00	1,101.86	101.86
Water Department - Salary	-0-	600.00	600.00
Water Department - Depreciation	-0-	1,655.15	1,655.15
Contingency	320.50	-0-	(320.50)
Bldg. Inspector's Expenses	-0-	130.00	130.00
Miscellaneous	-0-	171.37	171.00
Election Expense	-0-	52.01	52.01
Write Down on Signs	-0-	100.00	100.00
Roads and Walks	1,500.00	122.50	(1,377.50)
TOTALS	$26,760.50	$20,968.20	$(5,792.30)
Less Payment on Loan (Not an Operating Expense)		7,500.00	
Operating Expenditures Fiscal Year Ending October 31, 1960			$13,468.20

1970

TOWN OF JUNO BEACH

REAL ESTATE FOR 1970

NON-EXEMPT REAL ESTATE -	$10,510,860
PERSONAL PROPERTY TAX -	$ 294,700
HOMESTEAD EXEMPTION -	$ 788,750
WHOLLY EXEMPT REAL ESTATE -	$ 181,080
TOTAL VALUE	**$11,775,390**

Provided by the Department of Revenue

1970

EXHIBIT II-A

TOWN OF JUNO BEACH, FLORIDA

GENERAL FUND

STATEMENT OF REVENUES AND EXPENSES

November 1, 1969 through October 31, 1970

	Actual	1969-1970 Budget
REVENUES		
General Property taxes	$26,998.97	$26,531.00
Beverage Licenses	2,290.00	2,250.00
Southern Bell Telephone Franchise	270.96	230.00
State Road and Bridge Grant	656.92	400.00
Building Permits	3,279.50	1,000.00
Occupational Licenses	5,294.82	3,400.00
Fines, Forfeitures and Penalties	735.76	450.00
Interest and Miscellaneous	1,260.18	1,200.00
Cigarette Tax	7,691.70	2,877.00
Franchise - Florida Power & Light	3,203.43	3,000.00
Surplus Estimated from 1968-69	-0-	3,090.00
TOTAL	$51,682.24	$44,428.00
EXPENSES		
General Fund		
Building Inspection	928.15	500.00
Attorneys Fees	1,138.80	2,000.00
Auditing	150.00	150.00
Dues and Contributions	105.00	200.00
Election Expenses	91.70	100.00
Real Estate Tax Discount	837.12	900.00
Judges Fees	135.00	200.00
Payroll Taxes	1,089.11	1,100.00
TOTAL	4,474.88	5,150.00
Office		
Clerk's Salary	4,303.00	4,303.00
Stationery and Postage	776.49	250.00
TOTAL	5,079.49	4,553.00
Police and Fire		
Chief's Salary	6,100.12	6,100.00
Patrolmen Salary	6,890.06	7,000.00
Police Car Operation	2,044.16	850.00
Telephone	1,130.78	1,161.00
Fire Hydrant Rental	1,000.00	1,000.00
Supplies and Uniforms	189.05	400.00
Traffic Markers	296.79	500.00
TOTAL	17,650.96	17,011.00

EXHIBIT II-A
(continued)

TOWN OF JUNO BEACH, FLORIDA
GENERAL FUND
STATEMENT OF REVENUES AND EXPENSES
November 1, 1969 through October 31, 1970

	Actual	1969-1970 Budget
EXPENSES (Continued)		
Road Department		
Street Lighting	2,510.99	$ 2,850.00
Street Maintenance	4.00	200.00
Street Light Repair	-0-	100.00
TOTAL	2,514.99	3,150.00
Publicity and Promotion		
Area Promotion	942.80	900.00
Miscellaneous	-0-	300.00
TOTAL	942.80	1,200.00
Public Works		
Town Hall Maintenance	575.49	550.00
Salaries	3,424.30	5,150.00
Equipment Operation and Repair	960.12	850.00
Maintenance of Pelican Pond	1,456.00	150.00
Maintenance of Beach and Tree Trimming	262.50	400.00
TOTAL	6,678.41	7,100.00
Insurance		
Liability and Workmens Compensation	808.00	803.00
Automobile	307.97	436.00
Bonds	25.00	25.00
Hospitalization	156.36	550.00
TOTAL	1,360.33	1,854.00
Tax Collectors Office		
Listing	296.96	250.00
Capital Improvements and Miscellaneous	-0-	4,150.00
GRAND TOTAL EXPENSES	$38,971.82	$44,428.00
EXCESS OF REVENUES OVER EXPENSE	$12,710.42	

1980

STATEMENT OF REVENUE--BUDGET AND ACTUAL--GENERAL FUND

TOWN OF JUNO BEACH, FLORIDA

Year Ended September 30, 1980

	Budget	Actual	Variance Favorable (Unfavorable)
Revenue			
Ad valorem taxes	$169,500	$168,744	$(756)
Licenses, permits and fees	12,500	12,133	(367)
Intergovernmental revenue			
Federal revenue sharing	3,500	3,615	115
State revenue sharing	24,000	24,777	777
State planning grant		3,683	3,683
Aquatic weed control grant		192	192
Other	20,825	27,616	6,791
	48,325	59,883	11,558
Franchise fees	4,600	4,457	(143)
Fines	7,500	4,893	(2,607)
Interest		10,660	10,660
Ordinance codification	1,500	1,174	(326)
Miscellaneous	18,100	5,137	(12,963)
TOTAL REVENUE	**262,025**	**267,081**	**5,056**
Other financing sources			
Intragovernmental revenue			
Water Department	36,200	42,197	5,997
Other transfers	10,150		(10,150)
	46,350	42,197	(4,153)
TOTAL REVENUE AND OTHER SOURCES	$308,375	$309,278	$ 903

STATEMENT OF EXPENDITURES--BUDGET AND ACTUAL--GENERAL FUND

TOWN OF JUNO BEACH, FLORIDA

Year ended September 30, 1980

	Budget	Actual	Variance Favorable (Unfavorable)
Administrative			
Salaries	$23,300	$ 27,468	$(4,168)
Employee benefits	4,680	5,527	(847)
Professional fees	14,500	11,444	3,056
Insurance	2,000	2,472	(472)
Operating expenses	9,885	11,051	(1,166)
Contingency	9,375		9,375
	63,740	57,962	5,778
Maintenance			
Salaries	14,400	13,650	750
Employee benefits	4,025	3,815	210
Insurance	1,355	2,116	(761)
Other oper. expenses	5,510	6,152	(642)
	25,290	25,733	(443)
Building and zoning			
Salaries	3,040	3,054	(14)
Employee benefits	615	606	9
Professional fees	16,500	13,050	3,450
Operating expenses	2,020	2,176	(156)
Building demolition	10,000		10,000
	32,175	18,886	13,289
Police			
Salaries	93,800	92,313	1,487
Employee Benefits	28,050	26,210	1,840
Insurance	5,500	5,128	372
Automobile expense	4,100	4,843	(743)
Operating expenses	11,870	16,750	(4,880)
	143,320	145,244	(1,924)
Streets and roads			
Repair and maintenance expense	21,500	10,668	10,832
Professional expense	2,000		2,000
	23,500	10,688	12,832
Capital outlay			
Administrative	2,925	2,169	756
Maintenance	7,125	6,077	1,048
Police	6,000	7,783	(1,783)
Streets and roads	4,300	4,300	
	20,350	20,329	21
	$308,375	$278,822	$ 29,553

1980

ASSESSED AND ESTIMATED ACTUAL VALUE OF TAXABLE PROPERTY
(UNAUDITED)

TOWN OF JUNO BEACH, FLORIDA

Last Seven Fiscal years

Fiscal Year Ended September 30,	REAL PROPERTY	
	Assessed Value	Estimated Actual Value
1974	$17,739,274	$18,672,920
1975	30,576,748	32,186,050
1976	33,050,375	34,789,868
1977	37,743,594	39,730,098
1978	44,633,110	46,982,221
1979	44,344,090	46,677,989
1980	47,787,188	50,302,303

Personal Property		Total		
Assessed Value	Actual Value	Assessed Value	Estimated Actual Value	Ratio of Total Assessed to Total Estimated Actual Value
$ 536,565	$ 564,805	$18,275,839	$19,237,725	95%
612,950		31,189,698	32,831,260	95
686,127	722,239	33,736,502	35,512,107	95
1,077,089	1,133,778	38,820,683	40,863,876	95
1,131,517	1,191,070	45,764,627	48,173,291	95
1,557,829	1,639,820	45,901,919	48,317,809	95
1,628,198	1,713,893	49,415,386	52,016,196	95

GENERAL REVENUE AND OTHER FINANCING SOURCES BY SOURCE (UNAUDITED) (1)

TOWN OF JUNO BEACH, FLORIDA

Last Ten Fiscal Years

Year Ended September 30	Total Revenue and Other Financing Sources
1981	$ 382,667
1982	388,077
1983	499,824
1984	652,416
1985	1,101,229
1986	2,566,210
1987	1,641,694
1988	2,054,774
1989	1,617,540
1990	3,002,274

(1) Includes all Governmental Fund Types.

Source: Town of Juno Beach Financial records.

1981-1990 Property Taxes	Licenses and Permits	Inter-Governmental Revenue	Franchise Fees and Utility Taxes	Fines	Interest, Misc. and other Financing Sources
$ 182,447	$29,721	$ 61,536	$ 54,304	$ 25,204	$ 29,455
194,340	35,992	39,299	60,109	27,853	30,484
210,106	35,102	61,532	54,966	37,198	100,920
268,347	46,767	87,350	93,683	50,646	105,623
755,455	42,087	110,123	72,483	63,655	57,426
853,973	49,667	121,604	90,540	60,700	1,389,726
1,001,002	55,992	148,083	140,408	60,222	235,987
1,340,525	68,440	162,101	144,712	71,069	267,927
763,479	96,280	180,290	167,144	100,938	309,409
931,238	56,778	171,559	189,895	101,977	1,550,827

1990

GENERAL GOVERNMENT EXPENDITURES AND OTHER FINANCING USES BY FUNCTION (UNAUDITED) (1)

TOWN OF JUNO BEACH, FLORIDA

Last Ten Fiscal Years

Year Ended September 30	Total Expenditures
1981	$ 334,294
1982	395,613
1983	421,776
1984	480,206
1985	980,694
1986	1,286,435
1987	2,461,036
1988	1,957,221
1989	1,623,658
1990	2,040,395

(1) Includes all Governmental Fund Types.
(2) Cost of fire protection included beginning October 1, 1986.

Source: Town of Juno Beach financial Records.

1990 (Continued)

Administrative	Public Works	Building and Zoning	Public Safety	Streets and Roads	Capital Outlay, Debt Service and other Financing Uses
$ 73,490	$28,232	$39,472	$ 165,232	$ 9,066	$ 18,802
86,357	27,271	46,871	195,950	21,267	17,897
94,693	32,191	39,481	219,331	27,145	8,935
100,362	34,925	54,759	242,477	47,683	
121,034	57,374	64,957	711,754(2)	24,068	1,507
207,276	84,646	81,719	799,820	22,379	90,595
186,497	65,622	114,257	966,581	33,573	1,094,506
305,994	96,333	139,738	1,133,737	18,781	262,538
352,891	183,987	226,057	600,954	-0-	259,769
468,967	159,019	229,391	715,847	-0-	467,171

1990

ASSESSED AND ESTIMATED ACTUAL VALUE OF TAXABLE PROPERTY (UNAUDITED)

TOWN OF JUNO BEACH, FLORIDA

Last Ten Fiscal Years

	REAL PROPERTY	
Year Ended September 30	Assessed Value	Estimated Actual Value
1981	$ 69,578,817	$ 73,240,860
1982	105,785,459	111,353,115
1983	152,566,905	160,596,742
1984	195,523,360	205,814,063
1985	208,635,589	219,616,409
1986	244,817,272	257,058,136
1987	278,664,064	292,597,267
1988	291,697,812	307,050,328
1989	333,549,946	350,227,443
1990	379,573,215	399,550,753

Source: Palm Beach County Property Appraiser's office.

1990 (Continued)

Personal Property		Total		
1981-1990 Assessed Value	Estimated Actual Value	Assessed Value	Estimated Actual Value	Ratio of Total Assessed to Total Estimated Actual Value
$1,971,319	$2,075,073	$ 71,550,136	$ 75,315,933	95%
2,300,415	2,421,489	108,085,874	113,774,604	95
5,838,233	6,145,508	158,405,138	166,742,250	95
7,305,636	7,690,143	202,828,996	213,504,206	95
6,129,329	6,451,925	214,764,918	226,068,334	95
9,387,908	9,857,303	254,205,180	266,915,439	95
21,913,140	23,008,797	300,577,204	315,606,064	95
27,753,319	29,214,020	319,451,131	336,264,348	95
28,145,498	29,552,773	361,695,444	379,780,216	95
31,001,262	32,632,907	410,574,477	432,183,660	95

HISTORY OF JUNO BEACH

APPENDIX 3

ALPHABETICAL
CONDOMINIUM DECLARATIONS (C)
SUBDIVISION DECLARATIONS OF RESTRICTIONS (D)

PROJECT	ORB/PAGE	DATE RECORDED
ALICANTE(D)	PB 61/146,147	/ /1989
BARCLAY(C)	1603/227	10/18/67
BAY COLONY	PB 52/69,70	/1985
BAY HARBOR	_____	_____
BEACHBOUND(D)	26/32(Plat) 26/171(Replat)	03/16/59 06/15/60
BEACHFRONT (C)		12/31/91
BRIGADOON(C)	2473/1738	11/04/75
COLONY(C)	1660/1128	06/20/68
COTE DE LA MER(D) I	4319/1681	08/10/84
	II 4360/156	10/01/84
	III 4110/696	12/15/83
	IV 4025/1047	08/29/83
	V 4338/1393	09/04/84
	VI 4360/198	10/01/84
	VII 4692/1487	10/29/85
	VIII 4559/1218	05/31/85
GREENBRIER(C)	1364/84	04/25/66
HORIZON(C)	3611/48	10/14/81
JUNO-BY-THE-SEA(C)	1948/265	11/05/71
JUNO-BY-THE-SEA(C) (MANOR)	2473/1063	11/03/75
JUNO-BY-THE-SEA(C) (SURF)	2272/5	02/20/74
JUNO-BY-THE-SEA(C) (TOWER)	2153/174	04/30/73

APPENDIX 3 (Continued)

PROJECT		ORB/PAGE	DATE RECORDED
JUNO OCEAN CLUB(C)		3718/1436	05/04/82
NYDAL TOWNHOUSES		PB 58/93	/1987
OAK HARBOUR(C)	I	4708/958	11/14/85
	II	4819/1	03/14/85
	III	6215/746	10/03/89
	IV	6391/85	03/20/90
	MARINA	6456/633	05/17/90
PELICAN WALK(C)		4429/494	12/28/84
ROYAL HOMESTEAD(C)		2087/706	12/01/72
SEA IMAGES(C)		5493/1357	11/24/87
SEA OATS(C)		5665/1249	05/11/88
SEAVIEW AT JUNO BEACH		PB 69/123	09/30/92
SEMINOLE(C)		1679/1340	10/10/68
UNO LAGO		6119/1520	07/05/89

HISTORY OF JUNO BEACH
APPENDIX 3A

CHRONOLOGICAL
CONDOMINIUM DECLARATIONS(C)
SUBDIVISION DECLARATIONS OF RESTRICTIONS(D)

DATE RECORDED	PROJECT	ORB/PAGE
03/16/59	BEACHBOUND(D)	26/32 (PLAT)
06/15/60	BEACHBOUND(D)	26/171(REPLAT)
04/25/66	GREENBRIER(C)	1364/84
10/18/67	BARCLAY(C)	1603/227
06/20/68	COLONY(C)	1660/1128
10/10/68	SEMINOLE(C)	1679/1340
11/05/71	JUNO-BY-THE-SEA(C)	1948/265
12/01/72	ROYAL HOMESTEAD(C)	2087/706
04/30/73	JUNO-BY-THE-SEA(C) (TOWER)	2153/174
20/20/74	JUNO-BY-THE-SEA(C) (SURF)	2272/5
11/03/75	JUNO-BY-THE-SEA(C) (MANOR)	2473/1063
11/04/75	BRIGADOON(C)	2473/1738
10/14/81	HORIZON(C)	3611/48
05/04/82	JUNO OCEAN CLUB(C)	3718/1436
	COTE DE LA MER(D)	
08/29/83	BLDG IV	4025/1047
12/15/83	III	4110/696
08/10/84	I	4319/1681
09/04/84	V	4338/1393
10/01/84	II	4360/156
10/01/84	VI	4360/198
12/28/84	PELICAN WALK(C)	4429/494

APPENDIX 3A (Continued)

DATE RECORDED	PROJECT		ORB/PAGE
05/31/85	COTE DE LA MER(D)	VIII	4559/1218
10/29/85		VII	4692/1487
11/14/85	OAK HARBOUR(C)	I	4708/958
03/14/85		II	4819/1
1985	BAY COLONY		PB 52/69,70
1987	NYDAL TOWNHOUSES(D)		PB 58/93
11/24/87	SEA IMAGES(C)		5493/1357
05/11/88	SEA OATS(C)		5665/1249
07/05/89	UNO LAGO		07/05/89
10/03/89	OAK HARBOUR(C)		III 6215/746
1989	ALICANTE		PB61/146,147
12/31/91	BEACHFRONT (C)		_____/_____
09/30/92	SEAVIEW AT JUNO BEACH		PB69/123

HISTORY OF JUNO BEACH

APPENDIX 4

PLATS

		PLAT BOOK &	PAGE
1892	PLAT OF JUNO (DADE)	__	__
1895	PLAT OF THE JUPITER&LAKE WORTH RAILWAY(DADE)	A	42,43
1896	A.M. FIELD'S LOTS AT JUNO (DADE)	A	401
1916	NEW PALM BEACH HEIGHTS(C.H. NELSON,JR.)	6	73
1940	SURFSIDE PARK(W.A. BOUND)	18	92
1945	SURFSIDE PARK NO. 2 (W.A. BOUND)	20	61
1948	MALBO(M.S. BROWN)	22	40
1948	JUNO BEACH(H.C. PHIPPS)	22	49
1949	JUNO BEACH (1ST ADDITION)	22	51
1950	SURFSIDE PARK NO.3(W.A. BOUND)	23	40
1953	FIRST ADDITION - JUNO BEACH(W.A. BOUND)	24	17
1953	JUNO BEACH SHOPPING CENTER(M.PHIPPS)	24	83
1954	JUNO HEIGHTS(ANN MARY ORR)	24	122
1957	SEA DUNES(H.J.&A.A. SEIFERT	25	20
1957	OCEAN VIEW RIDGE(R.H.& M.A. MCINTIRE)	25	98
1958	SEA VIEW RIDGE(H.E.& M.G. MARKEY)	25	126
1959	BEACHBOUND(S.W.& N.B. KAGAN)	26	32
1960	BEACHBOUND(REPLAT)	26	171
1976	TOMKUS SUBDIVISION (TOMKUS/AVIZONIS/SNIEGARTIS)	32	32
1980	UNIVERSE BOULEVARD	41	14,15,16
1981	WEXFORD COURT	42	177
1981	SEASCAPE-IN-THE-PARK(D.L. SMITH)	43	90,91
1982	WATERFORD	44	96,97
1982	COTE' DE LA MER(O.N. NYDAL)	44	144,145
1982	TER MARSCH PLAZA(W.G.& D.L. TER MARSCH)	45	20
1983	F.P.L.JUNO BEACH OFFICES	45	87,88
1983	PELICAN WALK(J.RIDILLA)	46	51,52
1983	SEA OATS(F.B.& R.J. MELEHAN)	47	94,95,96
1984	UNO LAGO	4	187,188
1984	PELICAN WALK #1	46	51,52
1985	OAK HARBOUR(BUS. MEN'S INS.CO.OF AMER.)	51	72
1985	BAY COLONY(V.J. PAPPALARADO)	52	69,70
1986	SEMINOLE PLAZA	53	157,158
1986	SEMINOLE POINT PROPERTIES	54	78
1986	F.P.L.JUNO BEACH OFFICES WEST	54	175,176
1987	SEA TRACE P.U.D.	57	128,129
1987	NYDAL TOWNHOUSES(OLD FISHING PIER)	58	93
1988	SEA OATS	59	52,53
1988	LOGGERHEAD	60	176,177
1988	THE AMBASSADOR S & L BUILDING	59	143,144
1988	PLAZA LA MER	59	168,169
1989	ALICANTE	61	146,147
1989	OCEANVIEW UNITED METHODIST CHURCH	61	180,181
1989	700 OCEAN DRIVE(BUS. MEN'S INS.CO. OF AMER.)	62	161,162
1990	SEASIDE OF JUNO BEACH(R.M.R. DEVELOPMENT)	65	68,69
1992	SEAVIEW AT JUNO BEACH (HARBOURSIDE ASSOC)	69	123

HISTORY OF JUNO BEACH

APPENDIX 5

PUBLIC OFFICIALS

1953

Raymond LaThomus	Mayor
Stanley Kagan	Vice Mayor
Henry L. Raether, Jr.	
C.C. Evans	
Oscar Erikson	

1954

Raymond LaThomus	Mayor
Stanley Kagan	Vice Mayor
Oscar Erikson	
Henry L. Raether, Jr.	
C.C. Evans	

1955

Raymond LaThomus	Mayor
Stanley Kagan	Vice Mayor
Oscar Erikson	
Henry L. Raether, Jr.	
C.C. Evans	

1956

Raymond LaThomus	Mayor
Stanley Kagan	Vice Mayor
Oscar Erikson	
Frank Burns	
C.C. Evans	

1957

Stanley Kagan	Mayor
Oscar Erikson	Vice Mayor
Frank Burns	
C.C. Evans	
Willis Hahn	

1958

Stanley Kagan	Mayor
C.C. Evans	Vice Mayor
Frank Burns	
Willis Hahn	
Ben I. Buckwalter	

1959

Stanley Kagan..... Mayor
T.R. McIntire
James Watson, Jr.
Willis Hahn
Ben Buckwalter

1960

Stanley Kagan..... Mayor
T.R. McIntire
James Watson, Jr.
Ben Buckwalter
E.F. Van Kessel

1961

Stanley Kagan..... Mayor
L. Stanley De Villers
Victor E. Lane
James Watson
Ben Buckwalter

1962

Stanley Kagan..... Mayor
L. Stanley de Villers
Victor E. lane
Ben Buckwalter
James Watson, Jr.

1963

Stanley Kagan..... Mayor
L. Stanley De Villers
Victor Lane
Thomas Lafferty
Ben Buckwalter

1964

Stanley Kagan..... Mayor
Victor Lane
Thomas Lafferty
Ben Buckwalter
Laurence Ettari

1965

Stanley Kagan..... Mayor
Thomas Lafferty
Ben Buckwalter
Sawyer Thompson
Laurence Ettari

1966

Stanley Kagan	Mayor
Thomas Lafferty	
Sawyer Thompson	
Laurence Ettari	
John O'Bannon	

1967

Stanley Kagan	Mayor
Victor Skvara	
Sawyer Thompson	
Laurence Ettari	
Rudolph Norko	

1968

Stanley Kagan	Mayor
Victor Skvara	
Sawyer Thompson	
Laurence Ettari	
Rudolph Norko	

1969

Laurence Ettari	Mayor
Rudolph Norko	
Sawyer Thompson	
Victor Skvara	
Carol Gibbons	

1970

Laurence Ettari	Mayor
Rudolph Norko	
Sawyer Thompson	
Victor Skvara	
Carol Gibbons	

1971

Sawyer Thompson	Mayor
Laurence Ettari	Vice Mayor
Kenneth Rosanski	
Rudolph Norko	
John Casey	

1972

Sawyer Thompson	Mayor
Kenneth Rosanski	
John Casey	
Richard Gray	
Jerry Warwin	

1973

John Casey	Mayor
Albert Houghton	Vice Mayor
Edward Graham	
William Aksomitas	
Stephen Legge	

1974

John Casey	Mayor
Albert Houghton	
Edward Graham	
William Aksomitas	
Billie Hudler	

1975

Billie Hudler	Mayor
John Dobbins, Jr.	Vice Mayor
Edward Spencer	Pro Tem
Albert Houghton	
Charles Flack, Jr.	

1976

Edward Spencer	Mayor
Edward Procter	
Alfred Elderd	
Nicholas Nanos	
John Dobbins, Jr.	

1977

Alfred M. Elderd	Mayor
Edward Procter	Vice Mayor
Harry Gragg	Pro Tem
Nicholas Nanos	
Carol Gibbons	

1978

Alfred Elderd	Mayor
Edward Procter	Vice Mayor
Harry Gragg	Pro Tem
George Varley	
Carol Gibbons	

1979

Charles Flack	Mayor
George Varley	Vice Mayor
Thomas Pooley	Pro Tem
Harry Gragg	
Alfred Elderd	

1980

Charles Flack	Mayor
Harry Gragg	Vice Mayor
Thomas Pooley	Pro Tem
Jack Biederwolf	
William Kollmer	

1981

William Kollmer	Mayor
Thomas Pooley - till 7/81, then Sid Fenton	Vice Mayor
Jack Biederwolf	Pro Tem
Harry Gragg	
Charles Burns	

1982

William Kollmer	Mayor
Charles Burns	Vice Mayor
Harry Gragg	Pro Tem
Don Durnell	
Sid Fenton	

1983

William Kollmer	Mayor
Charles Burns	Vice Mayor
Harry Gragg	Pro Tem
Don Durnell	
Sid Fenton	

1984

William Kollmer	Mayor
Charles Burns	Vice Mayor
Harry Gragg	Pro Tem
Sid Fenton	
Ray Staskunas	

1985

William Kollmer	Mayor
Sid Fenton	Vice Mayor
Harry Gragg	Pro Tem
Charles Burns	
Barbara Durnell	

1986

William Kollmer	Mayor
Sid Fenton	Vice Mayor
Harry Gragg	Pro Tem
Charles Burns	
Barbara Durnell	

1987

William Kollmer	Mayor
Sid Fenton	Vice Mayor
Charles Burns	Pro Tem
Jim Lyons	
Daniel Corbett	

1988

William Kollmer	Mayor
Jim Lyons	Vice Mayor
Daniel Corbett	Pro Tem
Charles Burns	
Roxanne Manning	

1989

William Kollmer	Mayor
Jim Lyons	Vice Mayor
Daniel Corbett	Pro Tem
Charles Burns	
Roxanne Manning	

1990

William Kollmer	Mayor
Jim Lyons	Vice Mayor
Roxanne Manning	Pro Tem
Daniel Corbett	
Charles Burns	

1991

William Kollmer	Mayor
Jim Lyons	Vice Mayor
Roxanne Manning	Pro Tem
Daniel Corbett	
Charles Burns	

1992

Frank Harris	Mayor
Jim Lyons	Vice Mayor
Roxanne Manning	Pro Tem
Daniel Corbett	
Charles Burns	

HISTORY OF JUNO BEACH

APPENDIX 6

MARCH OF DOLLARS
EXCERPTED FROM FORBES MAGAZINE FYI
NOVEMBER 25, 1991, PAGE 40

With the help of the U.S. Department of Labor, Bureau of labor Statistics, Prices and Living Conditions, we present the FYI Dollar Equivalents Guide (DEG).

Our chart begins in 1820, about the time when the dollar became firmly established as a U.S. monetary unit. Prior to that, a rather messy combination of English, French and Spanish money was used, along with the bartering system.

TIME PERIOD	AVG. APPROX. CONVERSION
1820-1850	$1 EQUALS $13.28 IN 1991
1850-1875	$1 EQUALS $13.14 IN 1991
1875-1900	$1 EQUALS $14.85 IN 1991
1900-1925	$1 EQUALS $11.38 IN 1991
1935	$1 EQUALS $9.91 IN 1991
1945	$1 EQUALS $7.56 IN 1991
1955	$1 EQUALS $5.08 IN 1991
1965	$1 EQUALS $4.31 IN 1991
1975	$1 EQUALS $2.53 IN 1991
1985	$1 EQUALS $1.26 IN 1991

HISTORY OF JUNO BEACH
APPENDIX 7
HURRICANE CHART

Storm Index No.	Storm name	Year	Mo.	Day GMT	Storm No. for Year	Max. Wind KTS near cntr at CPA	Closest point of approach (CPA) N.Mi.	Storm Headings DEGS at CPA	Storm Forward Speed at CPA KTS
1	NOT NAMED	1887	OCT	29	14	38	64	055	27.3
2	NOT NAMED	1888	AUG	16	16	90	65	289	13.8
3	NOT NAMED	1888	SEP	8	5	45	10	292	10.6
4	NOT NAMED	1888	SEP	24	6	40	34	025	12.0
5	NOT NAMED	1889	OCT	5	9	46	7	020	12.8
6	NOT NAMED	1891	OCT	7	7	40	20	028	12.2
7	NOT NAMED	1892	JUN	11	1	45	15	054	12.1
8	NOT NAMED	1893	AUG	27	6	105	71	327	13.1
9	NOT NAMED	1896	OCT	9	5	77	37	052	12.6
10	NOT NAMED	1898	AUG	2	1	53*	23	291	17.1
11	NOT NAMED	1898	OCT	11	8	43	56	041	17.5
12	NOT NAMED	1899	AUG	13	2	105	40	353	5.1
13	NOT NAMED	1901	AUG	11	4	38	19	300	6.2
14	NOT NAMED	1903	SEP	12	3	73	18	301	9.5
15	NOT NAMED	1904	OCT	19	3	34*	29	034	2.7
16	NOT NAMED	1906	JUN	17	2	70	6	030	13.6
17	NOT NAMED	1906	OCT	18	8	98	40	047	10.0
18	NOT NAMED	1909	JUN	28	2	43	19	309	8.0
19	NOT NAMED	1909	AUG	30	6	43	41	310	7.3
20	NOT NAMED	1909	SEP	26	8	35	67	037	11.5
21	NOT NAMED	1924	OCT	21	7	54	34	068	9.8
22	NOT NAMED	1926	JUL	27	1	86	30	326	7.5
23	NOT NAMED	1926	SEP	18	6	113	61	299	12.4
24	NOT NAMED	1926	OCT	21	10	96	71	041	20.6
25	NOT NAMED	1928	AUG	8	1	84	23	324	6.1
26	NOT NAMED	1928	SEP	17	4	118	22	318	8.1
27	NOT NAMED	1933	JUL	30	5	68	39	270	3.6
28	NOT NAMED	1933	SEP	4	12	111	11	299	16.4
29	NOT NAMED	1934	MAY	28	1	35	30	027	15.7
30	NOT NAMED	1935	NOV	4	6	65	52	245	16.0
31	NOT NAMED	1936	JUN	15	1	36	62	095	19.9

Storm Index No.	Storm name	Year	Mo.	Day GMT	Storm No. for Year	Max. Wind KTS near cntr at CPA	Closest point of approach (CPA) N.Mi.	Storm Headings DEGS at CPA	Storm Forward Speed at CPA KTS
32	NOT NAMED	1939	AUG	11	2	70	31	299	10.2
33	NOT NAMED	1941	OCT	6	5	103	74	301	17.9
34	NOT NAMED	1945	SEP	16	9	112	51	330	13.3
35	NOT NAMED	1946	NOV	2	6	35 .	3	318	12.7
36	NOT NAMED	1947	SEP	17	4	131	26	255	8.3
37	NOT NAMED	1947	OCT	12	8	75	26	045	10.6
38	NOT NAMED	1948	SEP	22	7	77	4	037	7.5
39	NOT NAMED	1948	OCT	6	8	88	55	053	16.8
40	NOT NAMED	1949	AUG	27	2	125	11	309	12.7
41	KING	1950	OCT	18	11	80	18	335	13.1
42	RON	1951	OCT	2	8	60	35	052	16.1
43	NOT NAMED	1952	FEB	3	1	45	18	040	29.1
44	NOT NAMED	1953	AUG	29	3	35	44	085	12.6
45	NOT NAMED	1953	OCT	5	10	35	69	029	13.5
46	HAZEL	1953	OCT	9	12	55	60	054	24.0
47	JUDITH	1959	OCT	18	11	40	15	083	23.4
48	CLEO	1964	AUG	27	5	80	5	337	9.7
49	ISBELL	1964	OCT	15	11	108	8	046	20.0
50	ABBY	1968	JUN	5	1	50	63	110	2.8
51	SUBTROP	1974	OCT	7	11	45	27	341	11.5
52	DOTTIE	1976	AUG	19	5	35	15	024	18.7
53	DAVID	1979	SEP	3	4	85	18	329	10.5
54	DENNIS	1981	AUG	18	4	35	42	013	4.1
55	HARRY	1983	AUG	25	2	34	71	264	8.9
56	ISIDORE	1983	SEP	27	10	48	10	329	11.1
57	BOB	1985	JUL	23	2	40	8	031	11.7
58	CHRIS	1988	AUG	28	3	34	32	345	-
59	ANDREW	1992	AUG	24-25	-	125	75	-	-

NOAA NATIONAL OCEANIC AND National Weather Service
ATMOSPHERIC ADMINISTRATION

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